ASAHI BEER

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Library, Supreme Court

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/6 ⅛.

No. 27,476 HONG KONG, THURSDAY, MAY 1, 1930. PRICE $3.00 Per Month.

Business Manager.

Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

"RED" MAY DAY.

No Trouble Expected in the Colony.

POLICE PRECAUTIONS.

May Day has been ushered in very quietly in the Colony, the local Communistic element being very little in evidence as compared with former years.

Up to the time of going to press the *China Mail* is able to state, on reliable authority, that no demonstration has occurred. This is, of course, due to the excellent preparations made by the Criminal Investigation Department to deal with all emergencies, based on past experience.

It is probably due to knowledge of the preparedness of the Police, rather than to lack of desire to cause trouble, which has made the local "Reds" behave.

Of course, there were a few attempts to broadcast seditious literature, which is regarded by Officials as inevitable, but even this was done in a half-hearted spirit, and the leaflets which have been picked up were of a decidedly mild nature compared with those which were once very much in evidence.

Seditious Literature.

The only case of an attempt to distribute literature on the island occurred last night, when a Chinese showered some leaflets into the street from the roof of the Meichow Hotel. He soon repented his action and discovered that his "trick" was not effective, for the Police went to the hotel roof and got him. The man turned out to be "yellow" instead of "red" and surrendered without even offering the mildest kind of "excitement."

On the mainland, two other equally "yellow" men made attempts to broadcast literature without the least show of enthusiasm for their task. They just crept along in the gloom of the pavement under verandahs and threw small batches of leaflets into the darkened doorway of a few houses.

One of the men operated in the Shamshuipo district and the other in Mongkok. The Police were lying in wait for them under the verandahs and they were seized after they had been observed throwing the leaflets into a few doorways. All the leaflets were subsequently collected, so that when morning came there was no indication, for those living in the vicinity, that the Communists had been at work during the night.

Their Bravest Deeds.

The three instances related above were the "bravest" deeds of the "Reds" in preparation for May Day 1930. A few other agents who had been chosen to further the cause were so careful for their own skins that they dumped their loads of literature in various latrines and "called it a night's work," as one of the anti-"Red" squad put it this morning. The leaflets were taken by the Police and destroyed.

In a few isolated places the "Reds" put up some posters, but again the Police were wide awake and promptly tore them down.

It is not anticipated that the Communists would have the courage to do anything in broad daylight in view of their half-heartedness, even under cover of darkness, last night, but the Police are not taking any chances and are ready, with several emergency squads and a small army of plain-clothes men to deal with any eventuality.

The "Reds" will, perhaps, make another attempt to-night, but they will find the Police as ready for them as they were last night.

No School Holidays in Shanghai.

FACTORIES CLOSED.

Shanghai, Yesterday.

While the Chinese authorities have declared Labour Day a labour holiday, the local Kuomintang headquarters have notified the school authorities that no holidays will be allowed in any local school in Shanghai for commemoration of various anniversaries in May, and leave of absence for any student may only be granted upon the production of satisfactory reasons.

Special precautionary measures are being taken jointly by the Chinese and the International Settlement authorities against any untoward incident to-morrow.

All factories in the Chinese area will be closed in commemoration of Labour Day, but no public meetings will be permitted.—Reuter.

AMERICA AS A NAVAL POWER.

DEMOCRAT URGES MORE SHIPS TO BE BUILT.

THE LONDON PACT.

Washington, Yesterday.

Senator Robinson, one of the United States' signatories to the London Naval Pact, stated that he thought it would be "Wholesome" for the United States to build up to the programme contemplated in the pact. He added that the expenditure involved amounted to $100,000,000, a year.

The democratic leader said that the country must build more ships or abandon her position as a naval power. The United States had constructed few ships since the War and most of the ships were old. He believed that the people of the United States were in accord with the treaty arrangements which were "as near parity as could possibly be ascertained."—Reuter.

Terms Of The Pact.

Rugby, Yesterday.

Mr. A. V. Alexander, First Lord of the Admiralty stated in the House of Commons that the effect of the London Naval Treaty in regard to cruiser strength was as follows. Great Britain would not construct the two eight-inch 10,000-ton cruisers of the 1928 programme and the one eight-inch 10,000-ton cruiser of 1929 programme. The United States, which entered the Conference with a projected programme of 23 eight-inch 10,000-ton cruisers, would not complete more than 15 of this type before 1936, retaining only the option to have three more under construction not to be completed before 1936, 1937 and 1938 respectively.

Japan would remain at her present figure of 12 eight-inch 10,000-ton cruisers and would not engage on fresh construction as previously anticipated. As regarded six-inch gun cruisers, the Naval Treaty only allowed generally speaking for replacements, except in the case of the United States, a special programme was made for carrying out the long-postponed cruiser construction.—British Wireless Service.

STOP PRESS

Peking, To-day.

The Leader states that from to-day no salt revenue will be transferred from the districts controlled by the Northerners to the Nanking Government, while the Tientsin Customs above the original five per cent. on which foreign loans and indemnities are secured will also be retained. The Leader estimates that the revenue involved is $2,000,000 monthly as regards salt and $1,000,000 as regards the Customs. It declares that the action is likely to have a decisive effect in other parts of the country, which will now understand that Marshal Yen Hsi-shan is irrevocably committed to establishing a new Government.—Reuter.

London, Yesterday.

It is officially announced that an agreement was signed on April 18 defining the friendly relations between Britain and the state of Perlis, in the Malay Peninsula.—Reuter.

WIRELESS 'PHONES.

London Talks to Canberra.

VOICES VERY CLEAR.

London, Yesterday.

The wireless telephone service between Britain and Australia was officially opened with a talk between Mr. MacDonald, from No. 10, Downing Street, and Mr. Scullin, in his private room in the Parliament house at Canberra.

The voices were very clear, there being entire freedom from atmospherics during the fifteen minutes' talk.

The Premiers congratulated each other on the annihilating of time and space. Mr. MacDonald said he hoped before the end of the year the telephone service would be extended to enable Australia to speak via London with the greater part of Europe and the whole of America.—Reuter.

SUMMONED IN ERROR

Case Against P.W.D. Official Withdrawn.

A POLICE MISTAKE.

When a summons for keeping a bitch without a licence from the I.G.P., was brought against Mr. Bevan, of 5, Railway Terrace, at the Kowloon Magistracy this morning, the defendant intimated to his Worship that he had a licence for the animal and produced a paper testifying to that.

His Worship: How was it then that the summons was ever served on Mr. Bevan?

Sergeant. Hughes: I suppose there was a mistake about it somewhere. I will ask to withdraw it, then.

His Worship remarked, on learning that the defendant bought a licence early in March, that the summons was served on March 29!

Sergeant Hughes, replied that it may have been that the licence number was not tacked on to the dog's collar, when Sergt. Brand caught it.

His Worship (to defendant): I don't know how this arose, Mr. Bevan, but in any case it is withdrawn.

SEPOY FUND.

Total of $11,235 Reached This Morning.

The fund first suggested by the *China Mail* and opened by the Hong Kong branch of the Navy League had reached a total this morning of £52.10.0 and $11,735. The fund will be closed in a few days and those who have not yet subscribed are requested to do so as soon as possible. The ninth list of contributions shows a second donation of $150 from Messrs. Caldbeck, Macgregor and Co., Ltd., and a donation of $100 from the Sailors' and Soldiers' Home.

This latter sum was part of the proceeds of a concert at the Home and is considerably more than the half which was promised. The concert was not so well supported as had been hoped, but the Committee agreed that if that should be the case the Home should suffer rather than the Sepoy Fund. It is pointed out that two of the men who were killed in the Sepoy explosion spent their last night in the Home.

The ninth list of donations is as follows:—

Previously acknowledged	$10,578	£52-10-0
Gande, Price & Co., Ltd.	20	
Reuters, Ltd.	20	
J. E. Henry	10	
J. Douglas Butcher	50	
H. Reg. Latham E.E.S.	20	
Jebsen & Co.	100	
A. S. Watson & Co., Ltd.	100	
Club Lusitano	100	
Sailors' and Soldiers' Home (per kind favour of Rev. J. C. Knight Anstey)	100	
J. A. T.	10	
Kowloon Cricket Club	59	
Hong Kong Tramways, Ltd.	100	
Anon	50	
Bathgate & Co., Foochow	10	
District Office "Naan"	23	
F. M. Raymond	25	
Caldbeck, Macgregor & Co. Ltd. (Second Donation)	150	
Nestle & Anglo Swiss Condensed Milk Co.	100	
The Sports Club	50	
The Royal Hong Kong Golf Club	25	
Chairman Lam Chan Tung Heung Hwiu	25	
	$11,735	£52-10-0

W. A. DOWLEY,
Hon. Treasurer.

LEAPED OVER VERANDAH.

A Chinese named Wong Lin (31), of Aberdeen, described as of no fixed abode, was yesterday removed to the Government Civil Hospital suffering from a fractured thigh. The man had entered the first floor of 9, Main Street, Aplichau, to commit larceny. He was discovered by the inmates after he had helped himself to a suit of clothing, and in his anxiety to escape arrest the man rushed to the verandah and jumped over. He fell heavily on to the pavement and injured his thigh.

APPEAL TO VICEROY

DANGER OF JAILING GANDHI.

OFFICIAL REPLY.

GOVERNMENT MUST UPHOLD LAW.

Simla, Yesterday.

The correspondence between the Viceroy and Mahomed Ali has been published. The latter appeals to the Viceroy not to permit the situation to become worse by the arrest of Gandhi, and says that the Government has sufficiently demonstrated its strength, and hopes that considerations of prestige will prevent neither the Government nor Gandhi retracing the steps and establishing peace and freedom.

Lord Irwing's Secretary, replying, recognises the spirit of goodwill prompting Mahomed Ali's letter, but draws attention to the fact that some Indian leaders, instead of accepting the hand of friendship proffered by His Majesty's Government to form a round table conference, "rejected the way to reason in favour of destructive methods," and concludes that the Government's desire for conciliation remains, but while the law is defied the Government must resist subversion.—Reuter.

[The Moslem leader, Mohamed Ali, who was Gandhi's right-hand man in the earlier non-co-operation movements, has vehemently denounced Gandhi's civil disobedience movement.

Presiding over a huge Moslem meeting, Mohamed Ali described civil disobedience as a desperate attempt to impose the domination of caste-ridden Hindus over Mohamedans.

The meeting passed a resolution urging the Moslems not to join the Civil disobedience movement.]

Jail for Gandhi's Son.

New Delhi, Yesterday.

Devidas Gandhi, a son of the Mahatma, has been sentenced to a year's rigorous imprisonment on a charge of sedition.—Reuter.

AUSTRALIAN CRICKETERS.

The Australian cricketers opened their tour in England yesterday when they opposed Worcestershire. Details of the first day's play will be found on page 8.

HONG KONG TELEPHONE CO., LTD.

DON'T FORGET TO RING OFF WHEN FINISHED FROM NOW ONWARDS UNTIL AFTER CHANGE - OVER.

SINGAPORE BASE.

Not Economic to Make Any Changes.

WORK PROCEEDING.

London, Yesterday.

In the House of Commons Commander Kenworthy (Lab.), asked whether work was proceeding on the battleship docking and repair plant at Singapore Naval Base.

Mr. A. V. Alexander, First Lord, replied that work was proceeding on the main contract dated September, 1928, including the provision of a graving dock, but all additional work was stopped for the time being. It would not be economic to interfere or make any changes at present. The whole question would be immediately considered in consultation with the dominion.—Reuter.

NEW GOVERNOR.

It was learned to-day that there is a probability that the P. & O. steamer on which Sir William and Lady Peel are travelling to Hong Kong will not come here until Friday instead of Thursday next week.

FLYING DUCHESS.

Return to Croydon After 19,000 Miles' Flight.

BRILLIANT NEW RECORD.

London, Yesterday.

The Duchess of Bedford left the Bulgarian frontier this morning and arrived at Croydon at 5.30 p.m.—Reuter.

Rugby, Yesterday.

The Duchess of Bedford in her Fokker aeroplane, piloted by Captain Barnard, landed at Croydon at 5.30 this afternoon. She left Lympne on the morning of April 10 and has thus accomplished the flight to Capetown and back, a distance of 19,000 miles in 20½ days. Had her machine not been forced down in Bulgaria owing to a blocked oil-pipe, the journey would have been completed yesterday evening in 19½ days. Nevertheless the Duchess and her pilot have created a brilliant new record. They have done a double journey in 19½ flying days. A day was spent at Capetown. Moreover, the single journey from England to Capetown in 9½ days has beaten by a big margin a previous record made by Lieutenant Murdoch, of the South African Air Force. A large crowd had gathered at Croydon Aerodrome to welcome the aviators, including Sir Sefton Brancker, Director of Civil Aviation, and Lieutenant-Commander Perin.—British Wireless Service.

A SUICIDE PACT?

Alleged Trick to Hide Murder.

"SORT OF A ROTTER."

An allegation that a man staged a suicide pact to hide the fact that he had murdered a girl who was in love with him was made at Aldershot recently.

Henry Walter Fleming, aged 24, a chef in an officers' mess at Aldershot, was charged with the murder of Marjorie Cissie Brown Hill, aged 20, in a room at Victoria-road, Aldershot.

Mr. Pashley, for the Public Prosecutor, said that Fleming, who had a wife in London, had known the girl since May 1928, when they were employed in a Folkestone hotel.

Fleming had made love to her, and she was about to become a mother. Fleming had admitted that he was responsible.

When the police entered the sitting-room they found the gas had been turned off. Miss Hill was lying on a settee, dead, with a blanket over her body and a length of flexible tubing lying near, one end under the blanket.

Fleming was on an easy chair with a blanket over his head. He was dazed, but conscious. He said, "The tube fell down and I turned the gas off."

Deliberate Murder.

Fleming was cautioned, and then said "We agreed to end it together." Mr. Pashley continued: When the case first came to light it looked like a case of a suicide pact. From the evidence in our possession the prosecution has no hesitation in saying that it is not only not a case of murder by suicide pact, but a deliberate intent to murder on the part of the prisoner.

Fleming intended to kill this girl and to save himself. When the police arrived the gas had been turned off. Fleming was perfectly conscious and behaved in a perfectly normal way. He had apparently made no attempt to use the gas tube himself, but he killed the woman with it without a doubt.

I say this is a deliberate murder, because who could have placed that tube on to the gas bracket, put it under the blanket into the woman's mouth, and, eventually, when she had had enough, taken it away and pulled it down except Fleming?

Divorce Hope.

Mrs. Kate Hill, of King's Road, Leytonstone, E., mother of the girl, produced a letter from Fleming which read: "I hope to get enough money to get a divorce. I am several sorts of a rotter, but I am looking after her. We love each other, and are very happy, but Marjorie is terrified that those at home will come and denounce her, and then she will be homeless. For my own self I do not care."

Superintendent Jacobs said when Fleming was charged with the murder he replied, "I admit I tried to commit suicide, but I did not murder her. We agreed to die together last December." Fleming admitted that he married a widow with seven children, and his wife had had a child by him two years ago.

Fleming was committed for trial at the Old Bailey.—The Daily Mail.

LIBERALS IN GREAT CONFUSION.

EXISTENCE OF LIBERAL-LABOUR PACT DENIED.

FULHAM BY-ELECTION.

London, Yesterday.

Mr. Ramsay Muir, writing in the Glasgow Evening News, gives the first authoritative statement regarding the alleged Liberal Labour pact, and denies the existence of any Lib-Lab alliance, but says that when Free Trade is seriously threatened, the relationship between the parties supporting Free Trade naturally tends to become more favourable. The liberals throughout considered it their duty to support the King's Government, however constituted, until it does something contrary to Liberal principles.

The Party confusion at West Fulham by-election was further in evidence by the announcement that Prof. Ramsay Muir, President of the official Liberal organisation, would address a Liberal meeting at which he would appeal to his hearers to support the Labour candidate at the general election; he will preside over a Conservative meeting which the ex-Liberal Minister, Mr. McCurdy, will address.—Reuter.

MODERATE.

To-day's weather report from the Royal Observatory states:

The anti-cyclone is central over N. Japan.

Pressure is relatively low over the S. China Sea.

Forecast:—Easterly winds; moderate; fair.

Rainfall

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 12.98 inches against an average of 11.84 inches.

Temperature and Humidity

The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	76	93
Macao	75	96
Pratas Island	80	88
Manila	73	85
Amoy	70	95
Swatow	79	95
Chefoo	48	100
Shanghai	59	96

JAPANESE ART.

Striking Use of Colour.

Messrs. Komor and Komor are at present displaying a selection of paintings by Japanese artists which no art lover in the Colony can possibly afford to miss. A *China Mail* representative who called this morning, who himself is an artist in a very humble way, was astonished to see colour used in such a bold and effective manner. The use of water colours, as is well known, were solved by Japanese artists long ago. There are probably few artists of any nationality who can use colour in such a delicate manner as the Japanese.

Konda has some exhibits in oil which are strikingly original in the bold use of colour. The artist is not afraid of light, and his execution is quite masterly. From every point of view, perspective, drawing, and composition, the paintings will satisfy the most hardened critic.

Japanese artist excel in portrayal of seascapes, and there are some appealing examples of their craft at the exhibition.

Time did not permit of a detailed examination of the pictures, but the *China Mail* representative left with a mental note to visit the exhibition again in a non-professional capacity. It is not often that one gets such a glimpse of rare beauty.

Some of the small paintings are being offered at absurdly cheap prices, and it is understood from Mr. Komor, who is a genuine art lover, that the majority of them are already ordered.

"TEA MONEY."

$50 Paid for a Job in Tramway Co.

"BUYING INTRODUCTION."

It cost a Chinese $50 to get a job as a conductor in the Tramway Company. He did not have the money to pay, and had to sign a promissory note. The money was paid as "tea money" to buy an introduction to the Tramway Company.

The promissory note which this Chinese had signed formed the subject of an action heard at the Summary Court this morning before Mr. Justice J. R. Wood.

The plaintiff was Lui Fui, who claimed $76.50 from the conductor. The sum owing was said to be $50 and the balance represented interest due.

Plaintiff alleged that he had lent the money in cash to the defendant on May 1, 1927. He had applied for repayment on several occasions, but the defendant had put him off from time to time.

Loan Denied.

Defendant maintained that he never borrowed any money from the paintiff. The note was signed and given to a man called Lui Yau. This man was the father-in-law to the plaintiff.

Plaintiff: He is also the father-in-law to the defendant. He has two daughters; I married one and the defendant married the other.

Continuing, defendant said that the father-in-law had promised to introduce him to an employee of the Tramway Company and that he could get a job as a conductor on payment of $50 tea money. He obtained the job but as he did not have the money, he was asked to sign a promissory note. The note was written out by himself according to a draft prepared by the plaintiff.

Witness said that although the note was made out to the father-in-law, the name mentioned there was the name of the plaintiff because the father-in-law did not want his name to appear. Sometime later he paid $40 to the father-in-law and last year he paid another $25 in full settlement.

A witness was called who testified to seeing the defendant paying the two sums mentioned.

Judgment to Defendant.

In giving Judgment, His Lordship said that it was quite clear to him that the note was signed and handed to the father-in-law in payment for tea money. He was also satisfied that the defendant had paid $40, but he was not satisfied in regard to the last payment, because the date mentioned by the defendant did not agree with the date given by the witness. Plaintiff in this action had nothing to do with the transaction and he should not have sued on the note. It was a matter between the father-in-law and the defendant. Judgment was accordingly given to defendant.

CIVIL WAR.

Nationalists Claim a Victory.

AN ENEMY RETREAT.

Shanghai, Yesterday.

Hostilities between the Nanking and anti-Nanking forces are understood to have started along the western section of the Lunghai Railway, near Kweiteh, which is situated near the Kiangsu-Honan frontier, in north-eastern Honan.

After preliminary encounters with the Nationalist forces, the Kuominchun troops, under General Sun Tien-ying, retreated from Kweiteh. Approxmiately forty miles from Kweiteh, at Pochow, the Nationalist forces claim to have defeated and disarmed hundreds of troops under General Sun Tien-ying.

Nanking, Yesterday.

Chiang Kai-shek arrived here at noon.—Reuter.

FOKI DROWNED.

In a report to the Police yesterday, Fung Kam-hoi, master of a cargo junk, stated that at about 6.30 p.m. yesterday, whilst the junk was lying alongside the s.s. Ammon, at No. 52 Buoy, a foki named Kwok Kwok (36), a native of Taiping, accidentally fell overboard and was drowned. The unfortunate man sank immediately on entering the water and did not reappear on the surface again, although search of the vicinity was carried out for some time.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling £6,750,000
Silver $9,500,000
Reserve Liability of Proprietors $30,000,000

HEAD OFFICE: HONG KONG

BOARD OF DIRECTORS:—
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Hon. Mr. C. G. S. Mackie, Deputy Chairman.
W. H. Bell, Esq. — Hon. Mr. J. J. Paterson.
A. H. Compton, Esq. — T. E. Pearce, Esq.
B. Lander Lewis, Esq. — T. H. B. Shaw, Esq.
G. Miskin, Esq. — J. P. Warren, Esq.
Acting Chief Manager.
V. M. Grayburn, Esq.

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HAMBURG	SAIGON
HANKOW	SAN FRANCISCO
HARBIN	SHANGHAI
HONGKEW	SINGAPORE
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IPOH	SUNGEI PATANI
JOHORE	TIENTSIN
KOBE	TOKYO
KOWLOON	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 1st April, 1930.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONG KONG & SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN,
Acting Chief Manager.
Hong Kong, 17th March, 1930.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11 Queen's Road Central.

Authorised Capital ..... Guilders 100,000,000 (£12,500,000.)
Paid-Up Capital ..... Guilders 80,000,000 (£6,666,667.)
Reserve Fund ..... Guilders 40,000,000 (£3,333,333.)

Head Office:—(AMSTERDAM).
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*) Bombay, Calcutta, Cheribon, Djember, Djokjakarta*) The Hague*), Jeddah, Kobe, Kota-Radja, Makassar, Medan, Padang Palembang, Pekalongan, Penang, Poelisnah, Rangoon, Rotterdam*), Samarang*), Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*).
*) These offices have safe deposit boxes to let.
London Bankers:—National Provincial Bank Ltd. Correspondents all over the world.
Banking business of every description transacted.
A. STOKKINK,
Act. Manager.
Hong Kong, 15th April, 1930.

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HEAD OFFICE:
96, Boulevard Haussman, Paris.

Subscribed Capital .Frs. 72,000,000.00
Paid-Up Capital ...Frs. 68,400,000.00
Reserve Funds Frs.102,000,000.00

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Battambang	Hue	Saigon
Cantho	Mongtze	Shanghai
Canton	Nam-Dinh	Singapore
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Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT,
Manager.
Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund ..... Yen 111,500,000

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Alexandria	Nagoya
Batavia	Newchwang
Bombay	New York
Buenos Ayres (Temporarily closed).	Osaka
Calcutta	Peking
Canton	Rangoon
Changchun	Rio de Janeiro
Dairen (Dalny)	Saigon
Fengtien (Mukden)	San Francisco
Hamburg	Seattle
Hankow	Semarang
Harbin	Shanghai
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Honolulu	Singapore
Kai Yuen	Soerabaya
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Los Angeles	Tsinanfu
Lyons	Tsingtau
Manila	Vladivostock (Temporarily closed)
Nagasaki	

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
H. MORI,
Manager.
Hong Kong, 10th March, 1930.

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Incorporated by Royal Charter, 1853.
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Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

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BANGKOK	MADRAS
BATAVIA	MANILA
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CALCUTTA	NEW YORK
CANTON	PEKING
CAWNPORE	PENANG
CEBU	PESHAWAR
COLOMBO	RANGOON
DAIREN (Dalny South Manchuria)	SAIGON
DELHI	SEMARANG
HAIPHONG	SHANGHAI
HAMBURG	SINGAPORE
HANKOW	SOURABAYA
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ILOILO	TIENTSIN
IPOH	TOKYO
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KOBE	YOKOHAMA
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Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 8th January, 1929.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL.

Authorised $20,000,000
Issued 8,000,000
Paid-up 4,000,000
Reserve Liabilities of Shareholders 4,000,000
Surplus 2,219,000
HEAD OFFICES:—SINGAPORE.
Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
TAN ENG HOOI,
Manager.
Hong Kong, 15th May, 1929.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO)

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued Average amount ...Yen 45,000,000
BRANCHES AND AGENCIES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shichihu, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Samarang, Batavia, Bombay, Calcutta, London, New York, Dairen.
LONDON BANKERS:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in all the principal Commercial Centres throughout the world.
K. NAGUBA,
Manager.
HONG KONG BRANCH:
8, Des Voeux Road Central.
Hong Kong, 19th January, 1929.

THE BANK OF CANTON, LTD.

Established 1912.
Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) ...$11,000,000
Paid Up Capital 6,844,300
Reserve Fund 1,000,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
LONDON BANKERS:—
The Lloyd's Bank Limited.
CORRESPONDENTS
In all principal cities of the World.
Foreign exchange and banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $5 to $40.
LOOK POONG SHAN,
Chief Manager.
Hong Kong, 8th April, 1930.

THE BANK OF CHINA.

中國銀行

Reorganised October 26, 1928, under special charter of The National Government as an
INTERNATIONAL EXCHANGE BANK

Subscribed Capital $25,000,000.00
Paid-Up Capital $24,710,200.00
Reserve Funds .....$ 3,820,503.32

HEAD OFFICE: SHANGHAI

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.
We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.
SHOU J. CHEN,
Manager.
Hong Kong, 5th March, 1930.

THE INDUSTRIAL & COMMERCIAL BANK, LIMITED.

HEAD OFFICE:
12-14, Queen's Road, Central, Hong Kong.

BRANCHES:
Shanghai, Hankow, Canton, Kongmoon.
CORRESPONDENTS
In all principal cities of the world.
Every description of Banking and Exchange business transacted. We offer prompt and personal service.
TIENMU K. LIN,
General Manager.

COMMERCE AND FINANCE

POLITICS HAMPER BUSINESS.

MANY QUESTIONS DISTURB U.S. TRADE.

TARIFF SITUATION.

Perhaps the most interesting development in the business and financial outlook in America that has taken place for a long time past has been afforded by President Hoover's effort to speed up action in Congress with respect to the tariff. Coming as it did just after the Executive had been away from Washington on an extended holiday, and had had the opportunity of thinking and talking on public affairs with men who are not in the thick of political controversy, his reported expressions of opinion, as communicated throug leaders of Congress, are naturally regarded as reflecting a strongly felt business opinion. This body of opinion has succeeded in making an impression upon his mind—namely, that the legislative and governmental status at the present moment is not conducive to the restoration of prosperity. That undoubtedly is the opinion of financial and industrial leaders everywhere. An attempt to get out of the present rut is consequently a financial occurrence of first importance.

Politics and Business.

Unquestionably, it is true that politics has been interfering pretty seriously with business for a good many months past. As long as everything was going well, and market conditions were good, the average man was rather disinclined to pay any attention to political problems. He has had more time, and a good deal more cause, to do some thinking along that line during the past three months. This thinking has settled down around three questions: (1) the tariff situation: (2) the anti-trust campaign of the Government; and (3) the banking outlook. In each one of these three branches of public management there is a "situation" —one that calls for the administration of positive remedies which require definite working out, and a good deal of resolution to put into effect. What has been done or omitted in these three branches, taken altogether, has unquestionably had a major disturbing effect upon business and values.

What The Tariff Has Done.

For a good while there was a disposition to say that the tariff situation really did not amount to anything, and that the complaints of foreign countries were not deserving of much attention in the matter, because our goods would make their way almost anywhere. Of late business men have been returning from Europe with the word that the retaliatory tactics of foreign countries are really very serious as an element in American foreign trade, and that some measures must be taken with a view to checking them by giving assurance in our new measure, whenever adopted, that we have no intention of invading the legitimate rights of foreigners in this market.

In a somewhat similar way, there had been a feeling that even if Congress did raise the tariff rates on a good many manufactured goods, the average business man need not worry, since the home market would be all the more securely his. But as the action of the Senate has gone on, and item after item has been cut, culminating with the recent severe reduction in aluminium, the result has been to make many persons feel that considerable danger of extended downward revision must be recognised. In view of the difficulty of adopting anything more far-reaching, there is an unquestionable growth of the sentiment that probably the wisest plan is to bring matters to an issue, give up the idea of great advances in industrial rates, and be content with something like what is now planned by the Senate, or perhaps a compromise between it and the rates of the House Bill. The effect of such a decision would unquestionably be helpful to the financial market.

Anti-Trust Outlook.

The anti-trust outlook has also come to occupy an important place in the minds of at least a good many financiers who formerly rested quiet in the assurance that President Hoover would not allow anything very radical to take place. The disclosure (which has become more and more positive within the last few weeks) that a new anti-trust policy is actually in force, and that the President knew of, and (inferentially at least) sanctioned it, has been a shock to a good many.

As the anti-trust campaign has gradually developed into an anti-price fixing drive, the outlook has been a source of considerable worry to business interests which are concerned with the exchange of statistical and other information, and the promotion of stabilisation programmes. This effort to attack the work of such associations is naturally thought of by not a few as being in direct opposition to the ideas which the President had been expected to adhere to.

Some, no doubt, have felt, as did a large manufacturer who lately appeared in the lobby inquiry as a witness, and certain of whose correspondence was read to the committee, that the President had "lost sympathy with business." Such a view, however unreasonable, is the natural idea of persons who have felt that they have been encouraged to go ahead with the formation of trade associations and, stabilising organisations, but who suddenly find themselves brought to account. As a matter of fact, the present anti-trust campaign has been the cause of no little disturbance even among business houses which were at first

(Continued on Page 3.)

B.A.T. TRADE MARKS PIRATED.

CHINESE DEALERS SEVERELY PUNISHED.

GAOL AND FINE.

Six cigarette dealers were sentenced to three months' imprisonment and assessed $300 each by Judge Shen in the Special District Court on April 25 for manufacturing cigarettes with imitated trademarks of the British-American Tobacco Company.

Acting on information, officers raided a factory at 778-9 Tsepoo Road where a large quantity of cigarettes of imitated trademarks were seized. The six dealers were found in the houses and were accordingly arrested. Two steel dies and a large quantity of picture cards were also seized.

Brought before the court, the six dealers pleaded guilty.—China Press.

SHIPPING COMPANY SUED.

BANK CLAIMS TLS. 55,060 INTEREST.

MORTGAGE DEAL.

Hearing of a claim for Tls. 55,060, interest allegedly due for a mortgage of Tls. 1,000,000, which was brought up by the National City Bank of New York against the China Merchants' Steam Navigation Company, was adjourned by Judge Chen in the Special District Court on April 25.

Attorney Norwood F. Allman appeared for the plaintiff while Director Chao Te-chao of the China Merchants was represented by Mr. William L. Q. Zing.

In presenting his case, Attorney Allman stated that the mortgage was over a piece of land for $1,000,000. The transaction was completed 1928. The China Merchants, Mr. Allman continued, failed to pay the bank interest up to September, 1929, in the sum of Tls. 55,060. He asked the court to deliver judgment for the sum claimed and also interest for the sum allegedly due.

Attorney Zing, however, admitted the debt on behalf of Director Chao and asked for an adjournment to prepare his defence. His application was granted.—China Press.

AUSTRIAN LOAN.

$100,000,000 to Be Advanced.

RAIL DEVELOPMENT.

Paris, Yesterday.

Hern Schober, the Austrian Chancellor, now here en route to London, announced that everything has been arranged for the launching of the Austrian loan within the next two months. The issue will be in the hands of J. P. Morgan and Company, the amount not to exceed $100,000,000, to be devoted exclusively to post office and railway development.—Reuter.

GOVERNMENT NOTICES

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th day of May, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Boundary Street, Kowloon Tong, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental	Upset Price.
1	New Kowloon Inland Lot No. 2855.	Kowloon Inland Lot No. 2855, Adjoining Lot No. 2911, Inland Lot No. 2911, Boundary Street, Kowloon Tong.	ft. As	ft. per	ft. sale	ft. plan.	about 8,000	$ 56	$ 4,000

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th day of May, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Sq. feet.	Annual Rental	Upset Price.
2	New Kowloon Inland Lot No. 2856.	Inland Lot No. 2856. Between Inland Lots Nos. 2914 and 2856, Wong Nei Chung.	ft. As per sale plan.	ft.	ft.	ft.	about 14,960	$ 80	$ 44,940

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 5th day of May, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Near Diamond Hill, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental	Upset Price.
3	New Kowloon Inland Lot No. 1360.	Near Diamond Hill.	ft. As	ft. per	ft. sale	ft. plan.	about 20,000	$ 68	$ 9,000

THE BAKILLY CO., LTD.

153-155 Des Voeux Road Central.

Dealers in

DRUGS, PATENT MEDICINE

Straw and Panama Hats, Sun Helmets,

Bathing Costume, Blankets, Umbrellas,

Hosiery and Sundry Soft Goods.

ILLUSTRATED!
ILLUSTRATED!!
ILLUSTRATED!!!

SPECIAL COLOURED SUPPLEMENT with PICTURES of all local events is given free in the

OVERLAND CHINA MAIL

A WEEK'S PAPERS IN ONE.

p.m.

LOCAL NEWS, CHINESE NEWS. and all the NEWS.

The Weekly paper that saves you the trouble of writing Home.

In connection with the mushroom growth of "shooting galleries" in the Colony, where pop-guns are used to "fire" at cigarettes, an interesting test case is fully reported in the *OVERLAND CHINA MAIL*. The Magistrate ruled that these guns must be classed as weapons, after the Police had raised strong objections to the "galleries" in the face of an ingenious defence.

The ceremony of opening the Colony's newest hospital, the War Memorial Hospital at Mount Kellet, with a striking speech by Mrs. W. T. Southorn, is an outstanding feature of the *OVERLAND CHINA MAIL*.

An eloquent tribute to the growing "international spirit of sport" in the Colony was made by the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., at the annual dinner of the Hong Kong Football Club. The *OVERLAND CHINA MAIL* carries the only complete report of the gathering.

Cases of opium smuggling continue to absorb much of the Magistrates' time and attention. An original method of bringing in the contraband, which was contained inside preserved ducks' eggs, elicited some strong comment from the Bench on the unsatisfactory evidence of a Chinese Revenue Officer. The case is reported in its entirety in the *OVERLAND CHINA MAIL*.

An important Meteorological Conference, which was opened in Hong Kong by His Excellency the Officer Administering the Government, aims at obtaining a uniformity in the methods of issuing storm warnings in the Far East. His Excellency's speech, which emphasised the vital importance of the work of the Conference, is reproduced in the *OVERLAND CHINA MAIL*.

An interesting case in which the Government was awarded compensation for damage done to a pier by floating logs in an adjacent timber yard during a typhoon last year, is also reported in the *OVERLAND CHINA MAIL*.

As regards China, fierce fighting has at last broken out in the North. Chunhsien, on the Northern border of Hupeh, which was captured by Kuominchun troops a few weeks ago, has been recaptured by Nationalist forces. It is now reported that Feng Yu-hsiang has changed his plans, and is considering a big drive on Shantung. Full dispatches are given in the *OVERLAND CHINA MAIL*.

Another brutal outrage by "Reds" in Hupeh, at a small place named Sietaochen, is reported. Two Irish Catholic fathers were murdered, although details are of the scantiest.

Sport, both local and Home, is ably dealt with by the *OVERLAND CHINA MAIL* staff of experts, special reports being given of the exhibition tennis matches in which Francisco Aragon and Gordon Lum, champions of the Philippines and Shanghai, respectively, are participating, together with local cracks. A special account of the Services v. Rest Charity football match, for the benefit of the dependants of the Sepoy victims, is also included.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL* — the weekly paper that *YOU MUST ORDER NOW*.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of $3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a coloured pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

READY TO-MORROW

Mail via Suez closes at 9.30 a.m., May 3.
and via Siberia at 6 p.m., May 2.

SINGLE COPY ..... 25 Cents.
INCLUDING SPECIAL COLOURED PICTURE SUPPLEMENT

[Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. $13 per annum, or $15 including postage abroad. Half-yearly or quarterly periods pro rata.]
No. 3A, WYNDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL."

REFLEX CAMERAS with 4.5 - 3.5 & 2.5 lenses
KODAKS — LOCAL VIEWS — LANTERN SLIDES.
ALWAYS IN STOCK.
EXTRA SPECIAL ATTENTION GIVEN TO DEVELOPING PRINTING, ENLARGING
THE KWONG KWUI CO., LTD.
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74, Queen's Road Central, Hong Kong.
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FOR
CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid $1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

TO LET

TO LET.—2-roomed FLATS—No. 24, 2nd floor and No. 28, Ground floor, Ashley Road, Kowloon, with flush system. Apply Bakilly Co., Ltd. Tel. C. 2565.

TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bed rooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Iu, 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

EXHIBITION.

SPRING EXHIBITION of WATER COLOURS & OIL PAINTINGS at Messrs. Komor & Komor opens for ONE WEEK ONLY, WEDNESDAY, April 30.

POSITION WANTED.

YOUNG ENGLISH LADY, who is experienced with young children, has a good knowledge of French, Sewing and Household Management and also some business experience, seeks suitable engagement. Write Box No. 950, c/o "China Mail."

WANTED.

WANTED.—The United Directory of Canton, Hong Kong & Macao for the year 1930-1931 will be issued soon. Those who wish to advertise in the said Directory are requested to apply Sze Hing & Co., China Building.

TUITION

CANTONESE AND MANDARIN LANGUAGE and characters TAUGHT by Mr. SHIU. Special notes and books. Twenty-three years' experience. Rapid progress ensured. Special explanations in English given to beginners. Particular coaching in pronunciation. Terms moderate. First class references. Numerous successes at examinations. No. 16, Wyndham Street, Top Floor.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).

MISS GERTRUDE TURNER
(National Frodel Higher Certificate.)

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

ALEXANDER'S INSTITUT DE BEAUTE

For the best Permanent Finger & Marcel Waves. Hair Cutting and Manicure for Ladies & Gentlemen.

Pedder Bldg. 1st floor. Room 5
Tel. C. 5169.
Opposite entrance H.K. Hotel.

PHOTO - SUPPLIES
Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.
ZIESS and BUSCH FIELD GLASSES
Price Moderate.
A Trial Order is Solicited.
A. SEK & CO.
Tel. No. C. 3459.
26A, Des Voeux Road C.,
Hong Kong.

GENERAL NOTICES

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN that an Interim Dividend of Five per cent. on the paid-up Capital of the Company has this day been declared in respect of the financial year ending 30th September, 1930, and that such Dividend will be payable on MONDAY, 12th May, 1930, on and after which date Dividend Warrants may be obtained upon application at the Head Office of the Company, St. George's Building, Hong Kong.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 5th May, 1930, until SATURDAY, 10th May, 1930, both days inclusive.

By Order of the Board of Directors.
SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 8th April, 1930.

KOWLOON'S WELCOME
to
H.E. SIR WILLIAM PEEL, K.B.E., C.M.G.,
at
CLUB DE RECREIO
MONDAY, May 12 at 5.30 p.m.

Tickets are obtained at all Kowloon Clubs or at the door—$1 per head.

TEA and DANCING.

By kind permission of Lt. Col. H. B. Vernon, M.C., and officers, the band of the 3/15th Punjabis will play during the reception.

RECEPTION ON THE ARRIVAL OF H.E. SIR WILLIAM PEEL, K.B.E.

OFFICIAL WELCOME AND PRESENTATION OF ADDRESS.

AT A PUBLIC MEETING held at the City Hall on FRIDAY, the 4th April, it was decided to present H.E. Sir WILLIAM PEEL, K.B.E., with an Address of WELCOME on his arrival in this Colony, which will be during the morning of the 8th May next.

At the same Public Meeting it was decided that the whole of the Theatre Royal should be thrown open to the public without charge save only that the stage be reserved for the Reception Committee, Members of the Executive and Legislative Councils, Representatives of the Navy, Army and Air Forces and the Heads of Public Departments, the first two rows of the stalls for the Consular Body and their wives and the representatives of the Churches, also the first two rows of the dress circle for ladies.

It is hoped that as many residents of the Colony as possible will attend this Public Meeting at the Theatre Royal, and thus give a practical demonstration of the support of the Colony to its new Governor.

COMPANY MEETINGS

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders will be held at the Hong Kong Hotel, Hong Kong, on WEDNESDAY, the 7th May, 1930, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 28th April, to WEDNESDAY, 7th May, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 22nd April, 1930.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-NINTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on FRIDAY, the 16th May, 1930, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 2nd to the 16th May, 1930, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hong Kong, 25th April, 1930.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, May 5, 1930,
commencing at 2.30 p.m.
at Dr. Heanley's Laboratory and dwelling house, Mount Davis Gap, Felix Villa Road.

A Large Quantity of Valuable Household and Office Furniture —and Laboratory Glassware.

Comprising:—

Teak and Glass Cabinets, Glass Bookcases, Cottage Piano, Gramophone, Records, Chesterfield Couches, Armchairs, Carpets.

Teak and Iron Bedsteads, Teak Double and Single Wardrobes with Mirrors, Chests of Drawers, Dressing Tables, Toilet Crockery, Iron Safe, Teak Dining Extension Tables, Windsor Ice Chest, Kelvinator Ice Chests, Teak Sideboards, Electric Table Fans, Vases, Table Glass Ware, etc.

Typewriter, Sixteen Office Desks, Library Tables, Small Tables, Iron Filing Cabinets

Bacteriological Microscopes, Histological Microscopes, Laboratory Glass Ware, Sterilisers, Incubator, Lymph Boxes and Grinding Machinery, etc.

On View from Saturday, May 3, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, April 25, 1930.

JUST RECEIVED AND FOR SALE

Fine Assortment of

LOOSE - LEAF STAMP ALBUMS

with spring back and patent stops from $2 to $22 each.

GRACA & CO.,
Dealers in Postage Stamps, Post Cards, Garden Seeds, Toys, etc., etc.
10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

POLITICS HAMPER BUSINESS.

(*Continued from Page 2.*)

inclined to make light of the whole matter.

It is hoped that the President may make a definite declaration on the whole subject which will take it out of the realm of speculation and controversy, and this, it is believed, will be as helpful to business and finance as the disposal of the tariff question.

The Banking Problem.

From one point of view the banking question has caused more annoyance and anxiety to the business world than has been true of any other one thing. Before the panic there was an increasing amount of complaint about the brokers' loan situation, and the high rate of interest on business funds, and consequently criticism upon Federal Reserve banks. Since the panic this kind of criticism has notably lessened, but such lessoning was due, partly at least, to the belief that there would soon be a much easier condition in borrowing money for local business enterprises. No change of the sort has occurred, but, on the contrary, money, if anything, has been scarcer for business loans and for real estate mortgages since reserve rates were lowered than it was before that time. There is considerable dissatisfaction on this score and desire to have some step taken that will tend to alleviate conditions. Apparently there is little that the Administration can do in this direction, except to make it as easy as possible for hard-pressed and frozen banks to get along, relieving them of any pressure for liquidation in the meantime.

Process Of Recovery.

While waiting for the slow operation of the process of political relief, the market is moving forward in the work of correcting its own condition.

Considerable genuine progress has been made and better business has been reflected in higher prices for many shares. The volume of turnover has continued large, and if the state of things and the activity of public interest were to be judged by this one criterion alone, there could not be very much ground for complaint. That a good deal of the trading has been artificial, is quite likely, and due allowance must, therefore, be made for that factor in the situation. Nevertheless, the amount of business remaining, when all deductions have been made, has been substantial, thus showing that real investment on a large scale was going forward.

Resumption of purchases for foreign account has taken place and such resumption has tended to offset the threatened gold export movements. In the opinion of a good many persons, an inward movement of gold is more likely than an outward. It continues to be true that a great deal of liquidation is taking place on behalf of banks which still feel it necessary to reduce their commitments, and to strengthen their position. Such an analysis throws interesting light upon the classes of stocks in which recovery may be expected. The first to show real results will undoubtedly be those in which the clearing up process is first completed, rather than those in which actual business gains have been greatest. That view of the matter runs quite contrary to ordinary opinion, but has good support behind it.

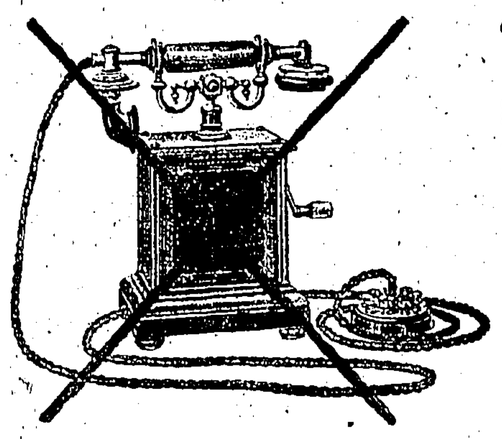
If, at the same time that the clearing up process is completed in a given group, the political factors already sketched become more favourable to that group, extensive and continuous advance may be looked for there. Thus is suggested the probability that a good many stocks which were not very favourable speculations before the panic will be likely to take the lead of some of the old speculative favourites.

The annual production of honey in Canada is about 80,000,000 pounds. While a great deal of honey is used in the home, the principal commercial users are confectioners, bakers and bottlers.

HONGKONG TELEPHONE COMPANY, LTD.

AT—
MIDNIGHT on 3rd. MAY, 1930

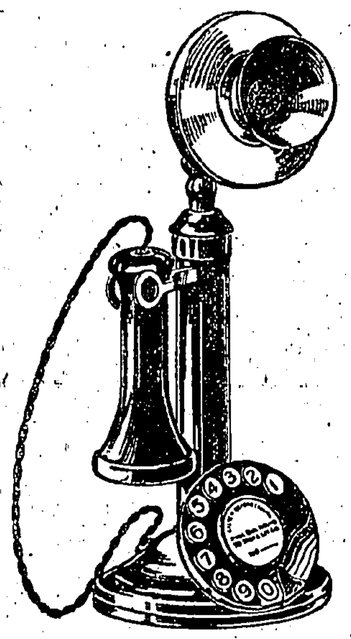
The New Automatic Telephone System will come into Operation.



STOP USING YOUR MAGNETO TELEPHONE

AT 11.45 p.m. ON 3rd MAY!

Do not use your telephone at all between 11.45 p.m. and 12 Midnight on 3rd. MAY as the Change-Over will then be in progress.



AFTER MIDNIGHT ON *3rd MAY,* *You must use your Dial* *when making Telephone calls.*

IF YOUR TELEPHONE HAS A GENERATOR HANDLE AS WELL AS A DIAL DO NOT TURN THE HANDLE!

USE THE DIAL ONLY!

The new automatic telephone numbers will be found in heavy print in the second column on each page of the Telephone Directory.

REMEMBER!

Your automatic telephone will be of no service—
UNLESS YOU KNOW HOW TO USE IT!

Call *now* at the Company's Office, 4th floor, Exchange Building, and—
ASK FOR A DEMONSTRATION.

Read the instructions contained in the Orange Coloured Section of The Telephone Directory.

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
S.S. "VENEZIA-L"	—	May 11
†* M.V. "HIMALAYA"	—	May 24
M.V. "VIMINALE"	—	June 8
†* M.V. "FUSIYAMA"	May 17	June 24

* Cargo steamers only.

† Refrigerated Space available for perishable goods.

All dates are subject to alteration without notice.

For Freight and Passages apply to:—

Queen's Building, Tel. C. 1030. DODWELL & CO., LTD., Agents.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £129 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ..... Sunday, 11th May.
CHICHIBU MARU ..... Thursday, 29th May.

SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU ..... Friday, 20th June.
SIBERIA MARU ..... Saturday, 5th July.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
KASHIMA MARU ..... Saturday, 3rd May.
HAKONE MARU ..... Saturday, 17th May.

SYDNEY & MELBOURNE via Manila & Ports.
KAGA MARU ..... Tuesday, 20th May.
TANGO MARU ..... Tuesday, 24th June.

BOMBAY via Singapore, Penang, & Colombo.
TAMBA MARU ..... Sunday, 11th May.
† CALCUTTA MARU ..... Tuesday, 27th May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
ANYO MARU ..... Sunday, 1st June.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU ..... Monday, 5th May.

NEW YORK, BOSTON via Panama.
† TSUYAMA MARU ..... Sunday, 4th May.
ASUKA MARU ..... Thursday, 15th May.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.
† TOYOOKA MARU ..... Thursday, 15th May.

CALCUTTA via Singapore, Penang & Rangoon.
† PENANG MARU ..... Friday, 2nd May.
† BENGAL MARU ..... Thursday, 8th May.

SHANGHAI, KOBE & YOKOHAMA
† MURORAN MARU (Moji direct) Monday, 5th May.
HAKOZAKI MARU ..... Monday, 12th May.
KAMAKURA MARU (omit S'hai) .. Wednesday, 14th May.

† Cargo only.

For further information apply to:—**NIPPON YUSEN KAISHA.**

Tel. Central No. 202, 3821 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.
AMUR MARU ..... Thursday, 15th May.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
SANTOS MARU ..... Tuesday, 20th May.

BOMBAY—Via Singapore & Colombo.
HONOLULU MARU ..... Saturday, 5th May.
SHINNOH MARU ..... Monday, 19th May.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
MEXICO MARU ..... Sunday, 4th May.

CALCUTTA—Via Singapore, Penang & Rangoon.
SEATTLE MARU ..... Monday, 5th May.
HIMALAYA MARU ..... Sunday, 18th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.

MELBOURNE—Via Manila, Brisbane & Sydney.
MELBOURNE MARU ..... Tuesday, 6th May.

HAIPHONG—Via Holhow & Pakhoi.

NEW YORK—Via Japan ports & Panama.
ARGUN MARU ..... Saturday, 10th May.

JAPAN PORTS.
PEKING MARU ..... Thursday, 1st May.
SUMATRA MARU ..... Sunday, 4th May.

KEELUNG—Via Swatow & Amoy.
HOZAN MARU ..... Sunday, 4th May, 3 p.m.

TAKAO—Via SWATOW & AMOY.
DELI MARU ..... Thursday, 8th May, Noon.

TAKAO & KEELUNG.
SOURABAYA MARU ..... Sunday, 11th May.

For further particulars please apply to.—**OSAKA SHOSEN KAISHA.**

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.$10, G.$20, G.$50, G.$100, and £5 and £10 denominations—bound in a small handy wallet—and cost only ¾ of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through.

THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD CENTRAL, Hong Kong.

SHIPPING SECTION.

PROBLEMS OF THE SMALL SHIP.

THE CONTINUED INCREASE IN COSTS.

CARGO HANDLING.

Presiding over the annual meeting of the General Steam Navigation Company, London, the chairman, Mr. W. J. McAlister, pointed to some of the problems of the small ship and the very keen competition with Continental owners. He said:—

The price of bunkers during 1929 was lower, but the saving thus effected was more than wiped out by the continued increase in the cost of handling cargo. It may interest you to know that our average cost for handling cargo in London to-day is more than three times the 1914 figure, whereas at one of the near Continental ports in competition with London the comparative increase is less than twice the cost. I leave you to imagine what a tremendous burden this means to a company such as ours handling in London alone about a million and a quarter tons of cargo per annum.

The cause of this increase in London is not so much the higher rates of wages as the conditions under which our ships at present have to be worked—conditions which operate heavily and unfairly in the case of small steamers. These go in and out of port every few days, and owing to the exigencies of their trades have to commence loading or discharging at irregular times, thus not being able to make full use of the recognised working day. If only conditions of work more suitable to the special needs of the small ship could be devised, I feel sure the men could and would co-operate with the employers to reduce the cost of handling cargo to an economic level, to the benefit of everyone concerned in the prosperity of the port.

Leith Trade.

In order to deal adequately with the requirements of our Leith trade, with which our company has been intimately connected for over one hundred years, we decided to embark on a scheme of extension and improvements at Irongate Wharf. Under the supervision of Messrs. Rendel, Palmer and Tritton, civil engineers, the wharf is being extended towards the river. The work, which is being carried out by Messrs. Stewart and Partners, Ltd., includes the provision of a reinforced concrete quay 223 feet long by 50 feet wide, and additional warehouse accommodation with more balcony space on the upper floor for the landing of goods, as well as the loading and unloading of vans on the quay itself. In addition, four new semi-portal electric cranes will be installed. Irongate Wharf (which has been in our possession for about eighty years) will thus be brought up-to-date. The total cost, including the reconstruction of the old wharf offices, &c., will be nearly £40,000, but it is fully expected that this expenditure will result in more expeditions and economical handling of cargo.

I may also mention in connection with this important service that in August we entered into possession of a fine new berth and shed at Leith; constructed for our use by the Leith Dock Commission. The new quay is 1,000 feet in length and is situated at the outer harbour. In design and equipment the shed, which is 420 feet in length and 60 feet wide, is entirely up-to-date, with raised platform floor, enabling the handling and barrowing of goods to be carried on at the level of the floor of railway wagons, &c. The berth is equipped with five electric semi-portal cranes so arranged that railway waggons can pass freely beneath them.

Thames Passenger Service.

In regard to the Thames passenger service, owing to the brilliant weather experienced during the latter part of the season, and under the stimulus of cheap excursion fares the number of passengers travelling was increased, roughly, 35,000 more than in 1928, which, however, was a disappointing year. As mentioned at our meeting last year, we purchased the Royal Sovereign, and operated her during the season. However, to pass her through Board of Trade survey and generally raise her to the high General Steam standard would have cost more money than she was ever likely to earn.

For this reason, and because we find that, for the present at any rate, two steamers are sufficient for the trade, we sold her for breaking up. But our plans are laid, and we are ready to build the moment we see any signs of the service requiring additional tonnage. The Royal Sovereign during her long life gave, under other management, excellent service to the public, but it is doubtful whether her owners have had adequate recompense. It would be interesting to know how much money has been lost during the last 100 years in providing passenger services in the Thames and estuary for London's teeming population. We are able to earn a return of our capital because in our case no additional staff or overhead expenses are necessary.

Turning to the business of the company, the chairman said:—Our business at the commencement of the year was considerably handicapped and dislocated by exceptionally heavy ice in the Continental ports and rivers. Harlingen being closed for four weeks, and the closing of the port of Antwerp for every one week was almost unprecedented. All this entailed serious loss owing to the difficulty of moving cargo to the ports, and apart from this, the damage caused to our steamers through contact with the ice was considerable. Towards the end of the year, however, we were able to make up the leeway, and the year's results proved to be about equal to those of 1928.

Regarding our main business, the statistical figures are lower than in 1928, the tonnage of cargo carried being 1,248,202, against 1,294,863—a decrease of 46,661 tons; our coal and oil fuel bill was £4,838 less than in 1928, the mileage steamed being 1,278,254, as against 1,329,292—a decrease of 51,038 miles. I would like to point out that these figures, though reduced, do not by any means prove that the activities of your company have been less. On the contrary, we have continued up to the present moment to extend and enlarge the scope of our operations in order to consolidate our position.

The steamers Goldfinch, Leeuwarden and Royal Sovereign were added to the fleet during the year. Seven steamers were sold, and since the beginning of this year we have disposed of the Starling as well as the Royal Sovereign. To replace some of the vessels sold, we have ordered from the Ailsa Shipbuilding Company, Troon, a vessel of the Leeuwarden type for our Amsterdam trade, to be delivered in September, and we have just ordered two vessels from Messers. Workman, Clark, Ltd., of Belfast, for delivery later in the year.

Six per cent. was declared on the Ord. shares and £15,573 was carried forward.

The report and accounts were adopted.

OVERLOADING.

Sentence on a Japanese Master.

Captain C. Itoh, master of the Kumakata Maru, was fined $500 at the Marine Court this morning for overloading his vessel. Defendant pleaded "Guilty." In answer to His Worship (Commdr. G. F. Hole) defendant said he had nothing to say, but afterwards made a plea for leniency, to which His Worship replied "I have already passed sentence."

Captin Thomas, master of the s.s. Tin Yat, also appeared in Court, being charged with a similer offence. Mr. O. E. C. Marton entered a plea of "Not Guilty" on behalf of his client. He asked for an adjournment, as he had only just been informed of the details of the case.

The case was accordingly adjourned until Tuesday next, when it is understood the ship will be in port.

WARSHIPS IN PORT

British warships in port this morning were:—

In Basin of R.N. Dockyard: Tamar, Somme, Seamew, Bridgewater.
West Wall: Sandwich.
North Arm: Sirdar, Stormcloud, Thracian.
In Dock: Hermes.
No. 13 Buoy: Marazion.
Foreign men-o'-war in port were:—
U.S. gunboat Helena.
French Cruiser Waldeck-Rousseau.
French Gunboat Argus.
Portuguese Cruiser Adamastor.
Chinese Cruiser Ming Sang.

SHIPPING REBATES.

Peninsular & Oriental's' Scheme.

EXPORTERS NOTIFIED.

The following circular has been issued by the P. & O. S. N. Company locally:—

To those exporters from Japan (including Formosa), China (including Manchuria) and Hong Kong to Europe, who, from May 1 to October 31 next may have found it to their interest to confine their support and shipments, including those of associated or subsidiary firms, both directly and indirectly, during that period, to the "P. & O. S. N. Co.," we shall be happy to allow a rebate of five per cent. on the freights contributed.

To those who, on April 30, 1931, may have found it to their interest to confine their support and shipments, including those of associated or subsidiary firms, both directly and indirectly, during the previous twelve months to the said line, we will allow a further five per cent. on freights contributed up to October 31, 1930.

To those who, on April 30, 1931, may have found it to their interest to confine their support and shipments, including those of associated or subsidiary firms, both directly and indirectly, during the preceding six months to the said line, we will allow a rebate of five per cent. on the freights contributed.

To those who, on October 31, 1931, may have found it to their interest to so confine their support and shipments, including those of associated or subsidiary firms, both directly and indirectly, during the previous twelve months to the said line, we will allow an additional five per cent. on freights contributed during the six months ending April 30 1931.

Until further notice, shipments made by the "O.S.S.," "M.M.," "N.D.L.," N.Y.K.," "Glen," "Shire," "Ben," "Mutual," "Hamburg Amerika Linie," (including the "Deutsch Australische Dampfschiffs-Gesellschaft Akiengesellschaft"), "Ellerman," "Osaka Shosen Kaisha" and "Blue Star Line"; by the "Compania Trasatlantica of Barcelona and Cadiz," "East Asiatic Company of Copenhagen," "Swedish East Asiatic Company of Gothenburg," "Norwegian Africa and Australia Line." Lloyd Triestino," "Holland Oost-Azie Lijn," "Navigazione Generale Italiana," "Dollar Steamship Lines, Ltd" (combined Passenger and Cargo service only), and the joint service of the "M.M." and "Chargeurs Reunis," vessels to their Continental ports or to ports adjacent thereto, and by any conveyances to Black Sea Ports, will not invalidate rebates.

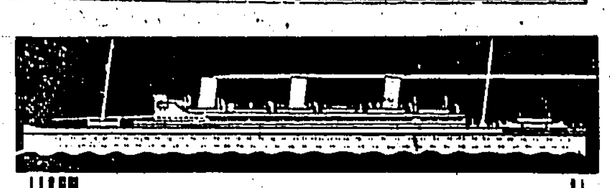
Full cargoes of Lumber from Japan, and shipments of Beans, Beancake, Seeds, Buckwheat, Millet, Beanmeal, Maize, Wheat, Kaoliang, Bean and Cotton Seed Oil which are the produce of Manchuria, and Rice will not invalidate claims for the above and no "returns" will be payable on Freight contributed thereon, or upon freight contributed by Silk and Treasure, or any cargo, the freight upon which may be arranged at a "net" rate.

Exporters applying for returns, which will be payable (in London) on and after January 1, 1931, July 1, 1931, and January 1, 1932, respectively, must fill up and sign forms which can be obtained from the Agents.

Exporters failing to apply for returns within three months after the conclusion of each rebate period forfeit claim thereto.

Shipments purchased or sold on c.f.f. terms unless shipped by Conference vessels will invalidate claims to the above rebate.

(Continued at foot of preceding Column.)



TEN THOUSAND MILES

—of Uninterrupted Canadian Pacific Service

IF you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey — across the Pacific, across Canada, and across the Atlantic — this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

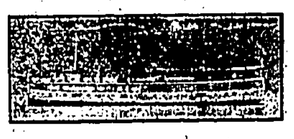
Follow the lead of experienced travellers and go the Canadian Pacific way.

Next Sailings To Pacific Coast

EPRESS OF CANADA ..... May 15th
EMPRESS OF RUSSIA..... June 4th
EMPRESS OF ASIA ..... June 25th

CANADIAN PACIFIC
WORLDS GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE



When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation." Now why not take a five-days' round trip and see for yourself. It costs you only $40.

MAY SAILINGS.
DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"
[1,068 tons—Capt. Trott.]
MAY.
TUES. 6th THURS. 22nd
MON. 12th TUES. 27th
SAT. 17th.

S.S. "TAI MING"
[649 tons—Capt. G. J. Spink.]
MAY.
SUN. 4th MON. 19th
FRI. 9th SUN. 25th
WED. 14th FRI. 30th

For information apply to—
KWONG WING Co., Ltd.,
87, Connaught Road West, Phone: Central 893.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ....Sails from Calcutta on or about 10th May.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.
For Freight or Passage apply to:—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF NORWICH" Havre, London, Rotterdam, Hamburg & Hull .... 7th May.
S.S. "CITY OF SHANGHAI" London, Rotterdam & Hamburg ..... 9th June.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF DUNDEE" ..... 12th June.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE ..... AMERICAN & ORIENTAL LINE
M.V. "LINDENBANK" ..... 9th May.
M.V. "COMLIEBANK" ..... 7th June.

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—
Telephone ..... Central 4721. **THE BANK LINE, LTD.**

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
		1930	
KASHGAR	9,005	10th May	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,283	17th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,334	21st May	Straits, Colombo & Bombay.
MANTUA	10,946	24th May	Bombay, Marseilles & London.
KHYBER	9,114	31st May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHIVA	9,135	7th June	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1930	
TAKLIWA	7,936	8th May	Singapore, Penang & Calcutta.
TILAWA	10,006	25th May	Singapore, Penang & Calcutta.
TALAMBA	8,018	3rd June	Singapore, Penang & Calcutta.
TAKADA	6,949	11th June	Singapore, Penang & Calcutta.
TALMA	10,000	22nd June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*NELLORE	6,853	1930 2nd May 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	7th June	
ST. ALBANS	4,500	4th July	

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1930	
*LAHORE	5,304	9th May	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	9th May	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	11th May	Moji & Kobe.
TALAMBA	8,018	15th May	Amoy, Moji, Kobe & Osaka.
TANDA	6,956	17th May	Moji, Kobe, Osaka & Yokohama.
TAKADA	9,649	20th May	Amoy, Moji, Kobe & Osaka.
RANPURA	16,601	23rd May	Shanghai, Kobe & Yokohama.
TALMA	10,000	1st June	Amoy, Moji, Kobe & Osaka.
*JEYPORE	5,318	1st June	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	6th June	Shanghai, Moji, Kobe & Yokohama.
†MOREA	10,954	20th June	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,668	18th July	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	1st Aug.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls at Tsingtau & Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels *measuring not more than 2½ ft. x 2 ft. x 1 ft.* will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 459.

Shipyard: Sham-Shui-po, Kowloon, Hong Kong. Tel. Kowloon No.9.

Estimates furnished on application.

Hong Kong, April 1, 1924.

GALWAY AS ATLANTIC PORT.

LARGE INCREASE IN PASSENGER TRAFFIC.

The annual report of the Galway Harbour Board states the 60 calls by Trans-Atlantic liners are arranged to take place there this year, in comparison with 34 during the past year. The number of passengers dealt with at the port increased from 11 in 1928 to 5,242 in 1929. The total tonnage was 553,484 tons against 217,678. The quantity of goods imported was 63,791 tons, compared with 57,002.

TIDAL CURRENTS.

Prize for Liverpool Scientist.

A prize, valued £150, awarded by the Royal Society of Arts, for improvements in the science or practice of navigation has been awarded to Dr. A. T. Doodson, associate director, of Liverpool Observatory and Travel Institute, for his work on the analysis and prediction of tidal currents.

Twenty entries were submitted for this prize, and on the unanimous recommendation of the judges the council have awarded the prize to Dr. Doodson.

Dr. Doodson's work on tidal currents arose out of the need for predictions of the times of slack water in the passes of British Columbia and the Gulf of St. Lawrence. Since navigation is impossible when the currents are flowing at full strength, the difficulty of analysis and predicion lay in the very complex variations of the current.

In British waters the tides and tidal currents are comparatively simple, but in Canadian waters and elsewhere, morning and afternoon are very unequal in height and these daily inequalities in the height of the tide have no obvious or simple relation to the inequality in the strength of the current.

The direct method of analysis designed by Dr. Doodson led to very accurate prediction of the times of slack water. The predictions are published annually by the Canadian Hypographic Department and the methods are being applied to the observation of other waters.

PORT OF LONDON.

Mr. Wildey's Lecture.

"The history of the port of London is very largely the history of the British people," said Mr. A. E. Wildey, lecturing on the greatest port of the Empire, at Tilbury. After giving a full history of the port, lavishly illustrated with lantern slides, Mr. Wildey said that the Port of London Authority have kept faith with the obligation placed upon them by Parliament to bring the port up-to-date, and since 1909 they have spent £16,000,000 on improving and developing the port. New docks have been built, the principal of which is King George V. Dock, opened by H.M. the King in 1921, new dry docks, new warehouses, cranes, mechanical contrivances of all sorts, and the erection of a passenger landing stage at Tilbury, where ocean vessels can come alongside to embark or disembark passengers at all states of the tide. "You can be proud of London, not only as a great city and a great port, but as one of the greatest markets of the world. The ever increasing wealth which circulates throughout the world as a result of this vast trade must all have its effect on the prestige in which every nation holds the British Empire; in the building up of which London has played no small part."

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DEPARTURES.

Per s.s. President Cleveland for Seattle and Victoria via ports on April 29:—

Mrs. S. Amador, Edward Darvill, Mrs. Jane D. Teldstein, Mrs. F. C. de Gonzalez, Miss Susuna Daland, Miss Florence Daland, Miss. Carmen Daland, I. W. Gorton, I. S. Harris, George V. Hussey, John M. Harrison, O. E. Hart, Harry Lacks, Mrs. B. Lauritsen, William Murphine, Miss G. H. Marin, Willard de W. Price, Mrs. Laura R. Shields, A. M. Tuason, Miss L. M. Thomas, Jose Velasco, Henry I. Williams, Furuno Yyoichi, Jose L. Pateno, Mr. and Mrs. James Prydo, Mrs. E. W. Andrews, Vicente S. Abaya, Mr. and Mrs. William H. Anderson, Mr. and Mrs. D. M. Brown, Master R. D. Brown, Harry D. Cranston, Mr. and Mrs. John F. Davies, Frank A. Kraudelt, Martin Lauritsen, Mr. and Mrs. Walter A. Lehman, Blas Mangune, Mrs. M. C. Paschall, C. W. Richards, Miss J. A. Reyes, A. M. Scott, Mrs. Mary R. Schreiber, George E. Schreiber, B. F. Tuckes, Hon. Mr. Frederick Waller, T. Holland Martin, Mr. and Mrs. J. M. Hanbury, Mrs. G. H. Hewitt, Miss Kathleen Hewitt, Master John Hewitt, Mrs. Sally Wildman, Misses T. and N. Ellis, Mr. and Mrs. H. Ellis, Mrs. R. S. Parr, Master R. S. Parr, Jr., Cheng Yuen, Mr. and Mrs. Frederick Field, Mr. and Mrs. C. Chaoes, Miss W. Chaoes, R. V. Swearingen, J. J. Connell, Mrs. A. M. Brown, Paul Nyhus, J. H. Jessen.

Per s.s. Empress of Asia on April 30:—

Mr. and Mrs. Arnold and family, Miss N. P. Acheson, T. Boag, Mr. and Mrs. J. H. Backhouse, Mr. and Mrs. D. Baylis, Mr. Boyd, Miss Bonnie V. Rabbit, J. Rabbit, Miss J. W. Duckwell, J. H. Boylan, G. H. Cooke, Mr. and Mrs. C. M. Correa, C. Catherwood, E. J. Church, G. H. Davidson, M. A. Evarisio, Mr. and Mrs. C. Franklin, Miss E. M. Franklin, J. Glinister, H. J. Gander, T. Gill, Mr. and Mrs. H. H. H. Priestly, A. S. Gubbay, Dr. C. M. Heanley, Mr. and Mrs. J. M. Hernandez, Miss A. M. Hawker, Mr. and Mrs. Hoki, Mr. and Mrs. J. Isherwood, T. Janselin, Dr. Jesus C. Celis, M. Joux, Mr. and Mrs. A. McKenzie, Mr. McKenzie, O. M. King, Capt. and Mrs. F. A. Lovegrove, Mr. and Mrs. J. G. Lock, Lady Katherine, Miss G. V. McVay, Mrs. R. N. Milne, Mrs. W. M. Murphy, Miss Murphy, J. McPherson, P. W. Massey, Miss E. L. Murphy, Mr. and Mrs. D. L. Millan, A. Milne, Mrs. J. Newill, Mrs. E. Navarro, Dr. L. Notebcom, A. Ohman, Otto Dahlgren, G. J. D. R. Oruder, Mr. and Mrs. H. A. Pearson, Miss M. Parker, S. Potts, Mr. and Mrs. T. E. Pearce, Dr. L. Reidy, V. Ramos, Mr. and Mrs. H. H. Ray and family, G. R. Razavet, E. G. Renton, C. S. Stuart, A. Simpson, J. H. Sutcliff, Dr. and Mrs. J. H. Sheldon, L. A. Toone, P. Tester, D. Templeton, Miss D. J. Tassell, Mr. and Mrs. G. N. Witzleben, Mr. Webb, S. R. Woodruff, Capt. J. Wilson, Mr. and Mrs. H. B. Ware, W. W. Watson, J. R. Watson.

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Optional Cargo will be forwarded unless notice to the contrary be given before 29th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th May will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 15th May or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 10 a.m., by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by,

DODWELL & CO., LTD.,
Agents.

Hong Kong, 29th April, 1930.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

May 1 to 7, 1930.

Date		High Water Standard Times	Ht	Lower Water Standard Times	Ft.
May					
Thurs	1	m 1 14	7.5	m 4 18	2.9
				a 41 a	0.9
Fri.	2	m 0 18	4.4	m 4 43	3.2
		m 10 51	7.5	6 39 a	0.7
Sat.	3	m 1 53	4.0	m 5 6	3.5
		11 37 a	7.4	7 51 a	0.9
Sun.	4	m 3 41	3.8	m 5 24	3.7
		0 36 a	7.1	9 18 a	1.0
Mon.	5	Noinferior	H.	n r low	W.
		1 56 a	6.7	10 40 a	1.9
Tues.	6	Noinferi r	d.	nor Low	W.
		3 51 a	6.4	11 43 a	.1
Wed	7	m 7 6	4.6	m 11 4	4.2
		5 14 a	6.2		

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Steamers	Due Hong Kong	Due to Sail
TAIPING	13th May	20th May
CHANGTE	10th June	17th June
TAIPING	11th July	18th July
CHANGTE	8th August	15th August

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Fortnightly sailings on Tuesdays	Fortnightly sailings on Tuesdays
	a.m.
Pres. Madison .Tues., May 6, 1	Pres. Pierce ....Tues., May 13
Pres. Jackson ...Tues., May 20	Pres. Taft .....Tues., May 27
Pres. McKinley .Tues., June 3	Pres. Jefferson .Tues., June 10

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	a.m.		a.m.
Pres. Polk ....Sun. May 4, 8		Pres. Harrison Sun. June 1, 8	
Pres. Adams ..Sun. May 18, 8		Pres. Johnson .Sun. June 15, 8	

TO MANILA

Pres. Pierce ..May. 6 6 p.m.		Pres. Taft .....May 20 6 p.m.	
Pres. Jackson ..May 10 6 p.m.		Pres. McKinley May 24, 6 p.m.	

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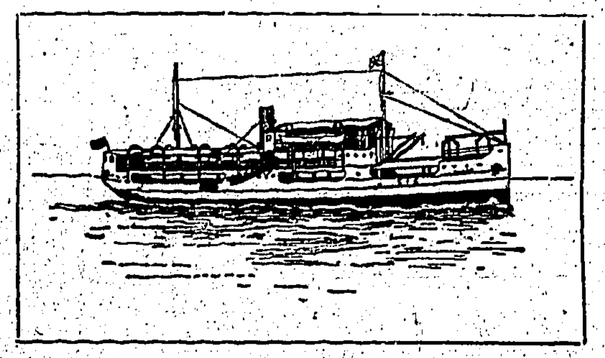

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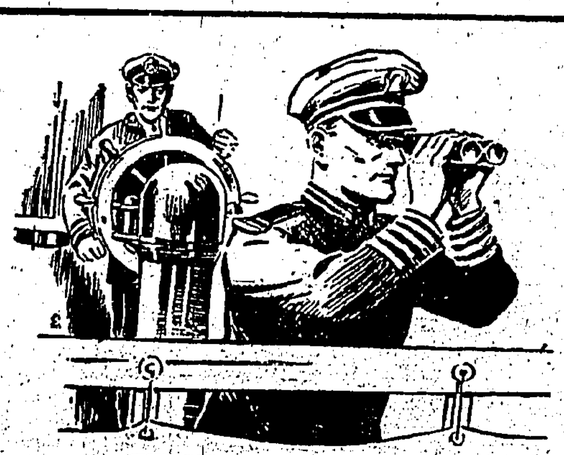

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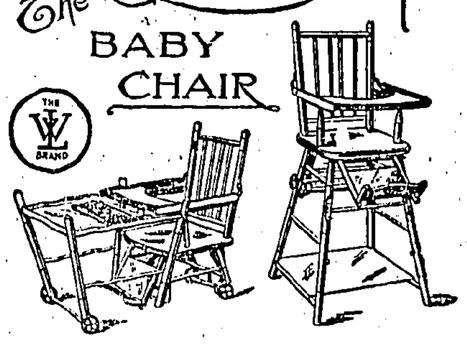

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Hong Kong, Thursday, May 1, 1930.

CURSE OF MANKIND.

If there is one matter in which the animals are better than we, it is that they are free from superstition. A chicken never hesitates to walk under a ladder, and if a cat should jump on the table and spill the salt, it never stops to throw pinches of the mineral three times over its left shoulder. Yet civilised human beings, often men of otherwise undoubted high intelligence, perpetuate almost by instinct, certainly not by the exercise of thought, habits which go back for their origin to the darkest days of the race. There are very few men who fought on our side during the Great War who will light three cigarettes with one match. If one persists in defying this utterly senseless rule, they are quite apt to fly into a passion and predict disaster. Yet nobody can tell us exactly why it is "unlucky" to practise economy with matches, because *nobody really knows*. Many explanations are forthcoming as to the origin of this superstition. The most common is that at night in the trenches, the lapse of seconds necessary for three cigarettes to be lighted, gave the position away and exposed the third man to danger. The absurd flaws in this explanation are only too obvious. And it is the same with all superstitions; they shrivel to nothingness under the rays of analysis.

These comments upon a common failing of all men are prompted by the receipt at this office of a "chain letter" from some unknown person who wishes us well, no doubt, but is quite honestly an intolerable nuisance. The letter is headed "Perpetuate" and for the interest of our readers who may never have seen one of these much-heralded documents, were print it in full:—

"Make nine copies of this and send them to nine persons that you wish good Luck. This was initiated by a Colonel of the American Army and followed by a Captain of the British Navy and must go round the world three times. Make nine copies within twenty-four hours of receipt of this. Do not break the chain and you will be blessed with good luck; on the other hand, misfortune may befall you if you neglect to continue sending nine copies to nine friends within a specified time. You may also experience great difficulty and disappointment. Sir Hugh (Clifford?) had to retire after neglecting. The Sultan of Perak won the biggest race within nine days after compliance. G. H. Hatry, the London financier, was convicted of fraud after neglecting. Wish you Good Luck if you comply."

As puerile as the gypsy's warning, this jumble of incoherent nonsense which, not to our surprise, came from America, is fit only for the amusement of ignorant coolies. That an educated man should seriously be affected by its directions as to carry them out to the letter is beyond our comprehension. Yet the chain letter has been kept going for some years, and among those responsible for its maintenance there must be several persons who would pass as intelligent.

At first sight there may seem to be little harm in what is only a childish belief. But it is more serious than that. It means that grown men, to say nothing of women, can solemnly sit down and copy out nine times the text of that letter. They believe, perhaps sub-consciously, that bad luck will dodge them if they fail to comply. Have they ever troubled to ask themselves what "bad luck" is? Apparently everything which happens to be in their favour is due to "good luck," and that which is to their disadvantage is "bad luck." Who the dispenser is of these mysterious qualities nobody seems to know. The shibboleth of "luck" is an insult to civilisation; it places us on a level with the African witch doctor or the savages of Papua. Yet no effort is made in our schools and educational establishments to eradicate superstition from the minds of children. Instead, it is imparted to them by example and perpetuated by pagan myths that are politely known as fairy stories. There is no harm in it really, the educationists may tell us. And so we grow up with vague, primitive fears inhabiting our minds. Quite a lot of people are not perfectly happy in the dark, are alarmed when a picture drops from the wall, and perpetuate the "chain letter." It may not be possible for superstition in these days of enlightenment to be the cause of any great harm, but only within the memory of our great-grandfathers women were hanged, burned, and ducked for practising witchcraft. Is it not time that we rid ourselves of these illogical beliefs, even if their only danger is that they retard the growth of intellect? Yet after reading this, and even agreeing with it, you will in all probability perpetuate the "chain letter" should it come your way. Such is the contrariness of human nature!

News in Brief.

Quarantine restrictions have been imposed against arrival from Bangkok on account of cholera.

The Dutch Minister at Peking is on a visit to the Colony, and was the guest of His Excellency the Deputy Governor at Government House to-day.

Convicted on a charge of the theft on a cotton quilt from a woman living at 27, Austin Road, on April 5, a young Chinese was at the Kowloon Magistracy this morning sentenced to a term of six weeks' jail.

Yesterday afternoon Mr. T. S. Whyte-Smith committed for trial at the next Criminal Sessions the three Chinese charged with having been concerned in an armed robbery in Ngau Chin Wai village, Kowloon City, on April 12. Circumstances of the robbery were related in yesterday's *China Mail*.

An accident which might have resulted fatally, occurred in Wing On Street this morning when a Chinese accidentally fell into the street from an upper floor. One of his legs was broken, and the Police took him to the Government Civil Hospital, where his condition is not considered serious, but his broken leg will take some time to mend.

An unusual report was made to the Police by Mr. O. C. Womack, of the Public Works Department, yesterday. He intimated that he had left his car parked in Wing Shing Street at 7.10 p.m. and when he was about to start it again he felt something obstructing his front wheel. On alighting to investigate he saw to his amazement that a small boy was sitting on a stool which was partially resting under the front wheel.

Two Chinese were brought before Mr. Whyte-Smith at the Kowloon Magistracy this morning on charges of stealing and receiving four iron hammers, the property of the Lee Cheung matshed, new Chatham Road. The first defendant took full responsibility of the theft and was sentenced to one month's hard labour. Second defendant was discharged, it being intimated by Sergt. Gibbling, that there was no evidence against him.

Li Kook, described as a mason of 7, Maple Street, Shamshuipo, was at Kowloon Magistracy this morning before Mr. Whyte-Smith charged with returning to the Colony after being banished for life in 1928. The defendant said that he came back because some clansmen of his promised him some work. His Worship: The last time you returned you got twelve months. This time you will get the same, but with 15 strokes of the birch in addition.

Mrs. Haugland, proprietress of the Burneston House private hotel, Glenealy, this morning charged a Chinese boy before Mr. A. W. G. H. Grantham with the theft of a cruet stand and some knives and forks. The lad admitted the offence and was ordered to receive six strokes of the cane. The Magistrate suggested that the boy should be assisted to return to the country, but the lad remarked that he would "rather not go," whereupon his Worship told him to keep away from this Colony after he had been sent away, or there would be trouble for him.

AUSTRALIAN PORTS.

Messrs. John Paxton and Co. Sydney, write under date February 17, as follows:—"There is no improvement in the berth freight position, nor indeed is there any likelihood of such a welcome happening in the near future. In all probability, a number of the lines not operating under mail contracts may find it necessary to reduce their sailings both ways, during the ensuing six months. Certain it is, that with full sailing both ways, it is hopeless to expect that the holds can be filled with freight-earning cargo."

SUNNING HERO.

Wedding in the Union Church.

DUNCAN—ROBIN.

Mr. Andrew Duncan, who was an engineer on board the s.s. Sunnig when it was pirated in November, 1926, was married yesterday to Miss Agnes Robin, at the Union Church, Kowloon.

The Church was prettily decorated for the occasion, and a large number of friends were present at the ceremony conducted by the Rev. J. Horace Johnston, M.A.

The bride, who was given away by Mr. A. M. Simpson, wore a dress of silver tissue, with tulle veil and orange blossom. She carried a sheaf of pink flowers and was attended by Miss Beatrice Bliss and Miss Molly Groundwater as bridesmaids, who wore dresses of yellow georgette and heliotrope georgette respectively. Miss Chrissie Lindsay and Miss Olwyn Greig were flower girls, both being attired in white satin dresses of the Tudor period. The bride's mother wore a dress of pale grey lace, and Mrs. Duncan a fawn lace dress and hat.

A reception was held in the Rose Room at the Peninsula Hotel, where the newly-married pair were the recipients of many felicitations.

Mr. and Mrs. Duncan left by boat later in the afternoon for Indo-China where the honeymoon is being spent.

BANDITS IN CHINA.

Capture And Murder Of Britons.

London, Yesterday.

In the House of Commons at question time Mr. Arthur Henderson said that bandits in China had captured 13 British subjects during the past nine months and murdered three, in connection with which His Majesty's representative in China had made strong representation to the Chinese authorities by letter. Apparently they had not yet brought the offenders to justice. Mr. Henderson pointed out that the outrages were mostly committed in "remove places where the Chinese Government at present did not exercise any effective authority."—Reuter.

TRAFFIC IN GIRLS.

Year's Imprisonment for Offenders.

Mr. A. W. G. H. Grantham yesterday afternoon concluded hearing in the case in which a Chinese named Ng Pui-chi and his wife, Tong Siu-lan, and two other women, Lau Sze-koo and Kwan Chai, were charged with trafficking in two young girls, one of whom was sold for the purpose of prostitution.

His Worship declared that he was satisfied that one of the girls, Kwok Siu-lan was sold by the married couple to the third accused, Lau Sze-koo, and he convicted them on counts of transferring the custody of the girl for a consideration, and of selling her for the purpose of prostitution. The woman Lau Sze-koo was also convicted for taking part in such a transaction. All three were sentenced to one year's hard labour each.

With regard to the second girl concerned in the case, two of the three female accused, Tong Siu-lan and Kwan Chai, were charged with attempting to sell her to a procuress from Singapore. After hearing evidence, his Worship decided to dismiss the charge.

EMPRESS RUDDER.

By Road from Darlington to the Clyde.

Arrangements has been completed for the commencement of the first stage of the journey by road from Darlington to the Clyde of the rudder for the new Empress of Canada. This 40,000 tons liner is being built at the Clydebank shipyard of Messrs. John Brown and Co., Ltd., for the Canadian Pacific, and is the second largest liner yet built on the Clyde, pride of place being held by the Cunarder Aquitania, also built by Messrs. John Brown and Co., Ltd.

The Darlington Forge Co., Ltd., have built the rudder for the Empress of Canada; it weighs 67 tons, and measures 21ft. 9ins. by 20ft. 3ins.

A special road transport vehicle is being employed, and long stretches of road will be closed during its passage; in certain spots there is only an inch or so of clearance, while elsewhere telegraph poles have been moved.

When such heavy loads were despatched from the works previously they were sent in sections by rail to Middlesbrough Docks—both sets of rails being cleared for the purpose—and they shipped to their destinations. In this case the rudder is being sent by road complete, and will be delivered at the yard ready for fitting.

MR. C. D. MELBOURNE.

Three Decades in the Service.

REGISTRAR OF COURT.

His many friends will to-day congratulate Mr. C. D. Melbourne, Registrar of the Supreme Court, on the completion of 30 years in the service of the Government of Hong Kong.

It was on May 1, 1900, that Mr. Melbourne was appointed First Clerk, Police Magistrate's Office, and since then he had filled many and varied posts, as under:—

Acting Assistant Superintendent, Victoria Jail (December, 1903, to December, 1904); Acting Assistant Land Officer (April to October, 1905); Acting Second Police Magistrate (November, 1906, to April, 1907); Acting Deputy Registrar and Appraiser (April to August, 1907); attached to Land Office to assist in bankruptcy work (December, 1907, to January, 1908); Deputy Registrar and Appraiser (appointed September 21, 1909).

After several other "acting" appointments, as Second Police Magistrate, Puisne Judge, and Registrar, Mr. Melbourne received his appointmnt as Registrar of the Supreme Court on October 20, 1928, on the retirement of Mr. Hugh Nisbet.

40 YEARS' SERVICE.

Mr. Henry Dixon Still Going Strong.

Mr. Henry Dixon, I.S.O., senior clerical and accounting staff, Class I. (Superintendent, Money Order Office), General Post Office, is the recipient of numerous congratulations to-day, as he completes exactly 40 years in the Government Service and is still going strong.

On May 1, 1890, Mr. Dixon was appointed and ten years later he went on Special Duty to the Shanghai Agency to re-organise the Money Order Office. In 1901, from April 1 to October 13, 1902, he was acting Postmaster in Shanghai. Promotion favoured him, and fifteen years later (1927) he was appointed Class I., senior clerical and accounting staff, of the G.P.O., Hong Kong.

Zealous and hard work won for Mr. H. Dixon the Companionship of the Imperial Service Order, this honour being conferred on him on H.M. the King's Birthday in 1927.

MR. R. BAKER.

24 Years in the K.C.R. Service.

Heartiest congratulations go out to Mr. Robert Baker, M.Inst.C.E., manager and chief engineer of the Kowloon-Canton Railway, who yesterday completed 24 years service in the Hong Kong Government.

It was in the year 1906, exactly 24 years ago yesterday, that Mr. Baker was appointed Assistant Engineer of the K.C.R. From January 7, 1908 to April 7, 1911, he held the posts of district engineer, and acting chief resident engineer. On September 21, 1911, Mr. Baker was promoted to engineer of Way and Works (Permanent Establishment) and three years later he became Acting Manager in addition, which post he held till 1924.

May 1, 1925, saw Mr. Baker acting as Port Engineer, and 26 days later the appointment was confirmed, he then joining the Port Development office. This office he held till 1927, when from July 7 to July 31, he was again acting manager of the railway.

It was on August 1, 1927, that Mr. Baker received his present post—that of Manager and Chief Engineer of the Kowloon-Canton Railway.

Ten Years Ago

[From the "China Mail," May 1, 1920.]

To-day's dollar is worth 4/-8¼d.

* * *

The Hong Kong congregation of the Chung Wah Shing Kung Wui met at the Chinese Y.M.C.A. this afternoon to bid farewell to Bishop and Mrs. Lander, the proceedings being in the nature of a concert. A most interesting feature was the presentation of a silver shield to Bishop Lander by Mr. Lam Woo. The gift bore the inscription in English and Chinese "Presented to the Rt. Rev. Bishop Lander, D.D., by the St. Stephen's, St. Mary's, St. Paul's, All Saints and the Holy Trinity Churches on his retirement from the diocese of the Colony of Victoria, May 6, 1920." Mrs. Lander was presented with a jade bead necklace.

POPULARITY OF GEN. YANG SEN.

ROADS BUILT BY HIS TROOPS: MERCHANTS STRIKE.

TAXATION TROUBLES.

Chengtu, Sze., Apr. 2.

General Yang Sen has returned to his army at Chusien about four days away from the capital. He could not be persuaded to remain in the capital although tempting offers were made to hold him here. Evidently it looked to him like a good scheme to hold him where he could be watched, and where he would not take sides against the powers that be. He is an exceedingly able general and is popular because he makes his soldiers work at such useful occupations as road-building and road-repairing. His initiative in road-building in this province has been catching. Many other military leaders are following his worthy example with the result that the military nuisance to a degree is being abated in some places, and incidentally some excellent motor roads are being built. It is reported that there are actually fifteen bus lines in operation near Chengtu. General Yang had a happy two months visit with old friends in the capital. General Den Chi-hou certainly proved an ideal host and made many friends for himself by giving Yang Sen such an ideal birthday party. It lasted two days with much merriment and the giving of valuable presents to the popular little Commander.

Taxation and Indignation.

The tune is changed to-day Proclamations are posted up all over the city warning citizens not to congregate for seditious purposes. But the air is full with excitement. Recently some new taxes have been promulgated by the military parties and the citizens are up in arms. They have actually closed all the shops as a protest. Students are holding meetings and protesting against the illegal new forms of taxation, the 2 per cent, tax known as the new stamp tax on all merchandise coming in; the 3 per cent. tax on oil and the taxing of the citizens with the cost of policeman's new uniforms which is exceedingly exorbitant and it is suspected, not without reason, that most of it does not go into uniforms that is not soldier's uniforms; soldiers' uniforms have no pockets.

The burden of the student's speeches is "Down with the Military Rulers"—that means the three great Marshals—the present Triumvirate, Den, Liu and Tien. They are working well together at present and have the city in complete control. The recalcitrant students were clapped into prison at once. They were liberated towards evening when they promised not to offend again. The "Chen Feng Si Ling" who has special charge of the peace of the city, has special guards patrolling the streets night and day. They are heavily armed and each soldier carries an executioner's sword strapped across his back.

In spite of the tension the city is very orderly and some business is being done through the back doors of the shops. The schools have not closed. In fact the students as a body have not taken much interest in this particular strike. The principal opposition comes from the merchants, but the communist party has taken advantage of the opportunity for speech-making and they hold a certain section of the students.

Gardening Wonders.

The Spring Fair and Flower Show is in full swing and draws off big crowds of the populace daily to the popular rendezvous outside the city where the Fair is held. This is a fine counter attraction to the merchants' strike and prevents the massing of people in the city. The Fair is about half through, but it is growing in popularity and it looks as if the interest will be fully maintained for the entire 40 days. The Flower Show part of the enterprise is really a work of art. Szechuanese farmers are real horticulturists and bring the plants and flowers from far distant places and transplant them in the old temple grounds with plenty of fertilizer, and they develop with rare success. Now the roses are out in full bloom. The purple wisteria is climbing over the trellis work, and large and small potted plants are in rich profusion and the prices are exceedingly low considering the rate of exchange which is still over 14,000 cash to the silver dollar, and the silver dollar changing practically three Mexican for one gold dollar.

At the Merchant's Banquet held in the Fair Temple last week General Den Chi-hou, as chief speaker, scored a great success by telling the assembled guests that one of the greatest problems of his fair province was the large number of military men. He expressed the conviction that the near future would see a great reduction. He himself was far more interested in farming and stock-raising and would take an early opportunity of leaving the military circles when he would throw in his lot with the hard working producer—the farmer. This was very astute politics and gained him many friends and much free publicity. As a matter of fact, General Den is a very healthy type of military man. He certainly keeps the peace; he is not belligerent, and he takes an active part in the community. He has cattle and gardens, and is interested in all modern plans for improvement. He is very friendly to the foreign community and visits the Union University Agricultural department quite often.

BERLIN'S SPRING TOILET.

NEW IDEAS FOR PUBLIC GARDENS.

OPEN-AIR MOVEMENT.

Berlin, March 20.

The necessity of the word "Verboten" in a country brought up to respect it is more apparent than ever now that Berlin is making her spring toilet. There is still no money in the city coffers, but projects of beautifying and rejuvenating begun last year have been completed. Each borough is responsible for its own expenses as regards public gardens, and the vacancy of the highly-paid post of "Town-Garden-Director" as general supervisor of the city, has not prevented many delightful ideas being carried out in the way of new groups of statuary or playgrounds for children.

Grass still does not grow as it does in Britain, to which all "town-garden-directors" make extensive study trips, so the Berlin child is accustomed to the grass being "verboten" all the winter, and once or twice during the week all the year round, so that it may recover from the unforbidden days. These public parks are all extremely well kept. In the largest and most famous of Berlin, the Tiergarten, a staff of twenty-four old women is constantly engaged in picking up the waste-paper and peel of those who ignore the wire baskets placed there for that purpose.

"Beautifying Leagues."

This makes for constant tidiness, but in the Grunewald, those pine woods surrounding Berlin, which stretch from one borough to another, there are neither local funds nor local pride sufficient to employ a staff large enough to cope with vandals. Where the police have no power to forbid, this being a purely municipal matter, there the holiday-making Berliner casts his empty bottles, papers, and tins. For as a police veto in Germany can only be issued when a local or civic matter comes before a federal parliament there seems nothing for it but to pass a Bill in Prussia preventing the desecration of public places. A fine Sunday, such as that of the past week, turns the Grunewald into a refuse dump.

Everywhere in Germany it is individual enthusiasm that fires local enterprise. Germans are such excellent citizens that co-operation is always forthcoming for any really progressive scheme. When the enthusiast for placing nesting boxes for birds in trees, rents opposite a fine view, making a public rose garden, or erecting a war memorial, has gathered two or more friends about him, he founds a "Verschonerungs-Verein" ("Beautify-League") and sees to it that it is made a party political matter for the local town council.

"Building Police."

Now that Tourist Traffic Leagues are being founded everywhere with a view to bringing money into the country, every help is afforded officially to those eager to make the best of natural surroundings. Architects are required to submit their plans to one or other authority on one of these local boards as well as to the Bau-Polizei ("Building Police"), a body so much inclined to red tape that many overnight huts erected by devotees of the week-end movement round Berlin have been "verboten" as not complying with the requisite amount of cubic feet of air for the individual human being.

As the police, as has been stated, are a federal affair, something will have to be done in the way of a municipal authority appealing to somebody else elected on the party list to the Prussian Diet before the permission for sleeping in them even for one night is granted. This, of course, is a different body to that department uneasy about those who pass the night in tents, or even boats, and whose vigilance makes it advisable to be provided with what the German calls his "papers"—marriage certificate in this case, with an assortment, according to choice, of rent and taxes receipts, membership cards of one or other League, students' or other tickets.

Sport and the Open Air.

It is a long step, by many grades, from the man who finds a kindred spirit and forms a "Verein" to the last resource of the lover of nature and the open-air in Germany—the centralised Government of the Reich. It is the Ministry of Culture which authorised the removal of the more dreadful excrescences on certain buildings of the Withelmine era, makes the monetary grants necessary for all big-scale enterprises in the federal States, and to whose encouragement the sports and open-air movement associated with the Republic is due.

There are signs in the spring air that this movement is more vigorous than ever. The borough of Charlottenburg, which was once Berlin's most fashionable suburb, is just finishing the first "popular" tennis court complete with trainer, where balls and racquets can be hired for the sum of sixpence a game, and where a loud speaker is going to initiate Berlin school-children in what is hoped may become a national game. There are now swimming-baths and playgrounds.

ROUND THE CINEMAS

Try Joan Crawford's Test.

SCREEN POSSIBILITIES?

Here is the way to discover whether or not you have screen ability!

According to Joan Crawford, whose rise to success has been one of the most phenomenal, every feature of the face must express emotion.

Miss Crawford, who is now playing at the Queen's Theatre in her first all-talking starring vehicle, "Untamed," for Metro-Goldwyn-Mayer, declares that in order to test your ability you should stand in front of a mirror, cover all the face but the eyes, and express a given motion with them alone. Then cover everything but the mouth, leaving the fingers apart to be able to see, and try to get over the thought with this feature.

Try the same experiment with the eyebrows only, and then with the entire face.

To make facial expression complete each feature must work with the other for perfection. The legitimate actor can make skilful gestures, which aid his performance, but in a large close-up the screen artiste, must say everything with his face.

"THE FIRE BRIGADE."

Patrons of the World Theatre had a delightful surprise on Tuesday and yesterday when "The Fire Brigade" was screened. Almost "unheralded and unsung," there was little to show whether it was a comedy or otherwise, but had it been shown, say, at the Queen's Theatre it would have attracted crowded houses.

It is to be hoped that it will come back to the World Theatre or, alternatively, at the Star Theatre, and that a special invitation will be sent to our Fire Brigade to attend en masse. The modern method of fire fighting, with up-to-date appliances, is a lesson in itself. The picture is full of thrills, with the moral of jerry-built houses that fall too easy prey to the flames.

There is a spice of romance when the daughter of the jerry builder falls in love with "a common fireman," and, on the whole, the picture affords both education and entertainment.

THE "FIFTY-FIFTY GIRL."

William Austin, the screen comedian's latest role is in support of Bebe Daniels in that star's newest comedy, "The Fifty-Fifty Girl," the picture which will begin a three days' run at the Majestic Theatre, Kowloon, to-day.

In the story, which concerns the activities of a head-strong young American girl and a headstrong young American youth, Austin plays the role of a graduate mining engineer whose knowledge about mines far from embraces the practical side.

Miss Daniels insisted upon the slender comedian after viewing his splendid performance with Clara Bow in "Red Hair."

Clarence Badger directed Miss Daniels again, and in the supporting cast are James Hall, leading man, Austin, George Kotsonaros, and Johnnie Morris.

Better Than Quinine For Malaria.

Quinine does not cure Malaria. All it does is to bring relief for a time; if persisted in its action is harmful, causing deafness and other troubles.

Dr. Williams' Pink Pills have a remarkable record for their efficiency in cases of Malaria. In Ceylon, Burma, and every part of the world where Malaria exists, former sufferers will tell you so, that they owe the immunity they now enjoy from ague and fever entirely to this renowned specific.

The reason is that Malaria is a disease of the blood, is caused by the presence of myriads of parasites in the blood, and Dr. Williams' Pink Pills are the most perfect blood-purifying, blood-strengthening and blood-making remedy yet devised. Whilst dispelling the malarial germs, they build up the system, thus giving to it the power to withstand further attacks of the disease.

If you are a victim of Malaria you can begin your own cure to-day by sending to your chemist for a bottle of Dr. Williams' Pink Pills. They are also obtainable, post free, 1 bottle for $1.50, 6 bottles $8.00, from The Dr. Williams' Medicine Co., Singapore. For all maladies traceable to weak impure blood or disordered nerves, such as anaemia, nervous debility, indigestion, back-pains, these pills are of the utmost value. Ladies everywhere tell one another of their efficacy for woman's aches and ills.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Entertainments.

To-day — Queen's Theatre, "Untamed."

To-day — Star Theatre, "Red Dance."

To-day — World Theatre, "Magician" 5.15 and 9.20 p.m. Chinese picture, 2.30 and 7.15 p.m.

To-day — Majestic Theatre; "Fifty-fifty Girl."

Sports

See Special Sports Diary on page 8.

Home Mails.

To-day—Inward from Europe via Negapatam (Antenor).

To-morrow—Inward from Europe via Siberia (Kashima Maru); Outward for Europe via Siberia (Antenor) 6 p.m.

Lammerts' Auction.

May 5—At Dr. Heanley's Laboratory and dwelling house, household and office furniture and laboratory glassware, 2.30 p.m.

Meetings.

May 7—Humphreys Estate & Finance Co., Ltd., Hong Kong Hotel, 11.30 a.m.

May 16—Forty-ninth annual meeting of Canton Insurance Office, Ltd., Messrs. Jardine's Office, noon.

Miscellaneous.

May 9—Union Church Annual Spring Jumble Sale.

RADIO TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

6-6.30 p.m.—Children's Hour.

6.30-8 p.m.—Programme of Victor Records.

8.-10.30 p.m.—Chinese Programme.

9 p.m.—Weather Report.

10.30 p.m.—Close down.

RIGHT OF CAPTURE AT SEA.

In the House of Commons the Foreign Secretary, replying to Col. Wedgwood, said that negotiations had not yet been entered into with the United States of America to define and agree on the right of search and capture of private property at sea in time of sanctions.

He added that this was a very big question, and we already had other big questions in hand with the United States. He thought it would be the desire of the Government that we should not raise this question during the Naval Conference.

Replying to Sir Basil Peto, the First Lord of the Admiralty said the arming of merchant vessels had not been dealt with at the Naval Conference.

NEW ADVERTISEMENTS.

NOTICE.

WE HAVE This Day removed our Offices to POWELL'S BUILDING (1st Floor), Des Voeux Road Central.

L. WEILL & CO.,
Share & General Brokers.
Hong Kong, 1st May, 1930.

"NEW YORKERS"

A Good Entertainment at Kowloon.

Harry Bell, in association with L. Ayres Mantell, again presented "New Yorkers" at the Star Theatre last night. Ruth Van Valey, who presented her original dance creations was extraordinarily good, as also was Stephe Moring (Van) the instrumentalist. Mantell's Manikins—the world famous marionettes—were without a doubt the best turn of the evening. To have seen them only would have been worth the price of the seat.

The Jazz Trio were quite entertaining and Len Ayres was very amusing. "Smiling" Jack Medford proved a popular turn and Katharine Scott performed magnificently on the piano. It was a very good entertainment and was thoroughly appreciated by the audience.

STANDARD TIMES

Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for May (Standard time of the 120th Meridian, East of Greenwich) are as follow:—

May	Sunrise a.m.	Sunset p.m.
1	5.51	6.50
2	5.51	6.50
3	5.50	6.51
4	5.50	6.51
5	5.49	6.52
6	5.48	6.52
7	5.48	6.52
8	5.47	6.53
9	5.47	6.53
10	5.46	6.54
11	5.46	6.54
12	5.45	6.54
13	5.44	6.55
14	5.44	6.55
15	5.43	6.55
16	5.43	6.56
17	5.42	6.56
18	5.42	6.57
19	5.42	6.57
20	5.41	6.58
21	5.41	6.59
22	5.41	6.59
23	5.41	7.00
24	5.40	7.00
25	5.40	7.00
26	5.40	7.01
27	5.40	7.01
28	5.39	7.02
29	5.39	7.02
30	5.39	7.03
31	5.39	7.03

NEW Columbia RECORDS WE RECOMMEND

9919	Marche Militaire	Gren Gds Band.
	Villanelle	" "
5685	Salut D' Amour	Sandler's Orch.
	For You Alone	"
5683	Zip Zip	Sir Dan Godfrey's Orch.
	Whispering Pines	"
5706	Ideale	Lensen's Orch.
	Valse Apache	"
5682	Star Of Love	Sammons Violin.
	From The Cranebrake	"
5698	Progressions	Banjo Solo.
	Anita Waltz	Instrumental Trio.
9722-3	Melodious Memories	Regal Cine Orch.
	Pot Pourri	"
9073-4	Wembley Military Tattoo	Gren Gds Band and Stadium Choir.

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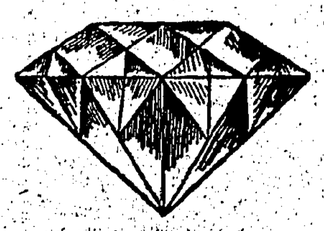

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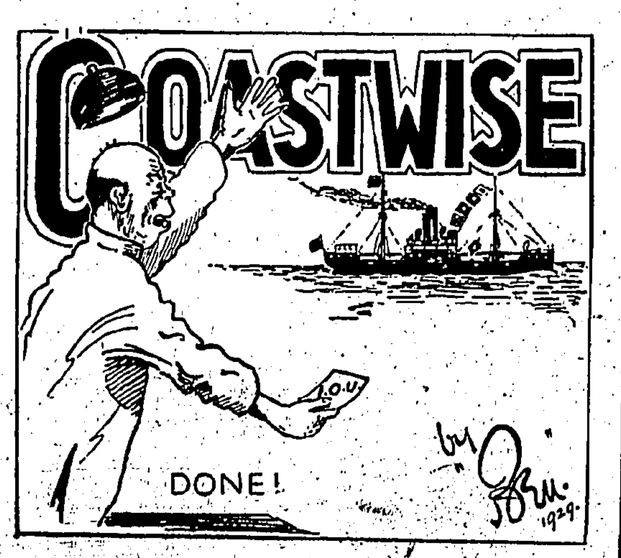

An interesting book of Cartoons depicting "Happenings" on the China Coast cleverly drawn by
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"CHINA MAIL" BUILDING ..... WYNDHAM STREET.

Sport Columns

LAWN TENNIS.

Rumjahns Meet Their Waterloo.

TWENTY GAMES IN FOURTH SET.

[By "Race Line."]

Before a large crowd yesterday afternoon Francisco Aragon and Gordon Lum defeated the Colony's doubles champions, H. D. and S. A. Rumjahn, in a four set match.

Tennis fans were confident in the ability of our local players, and must have been not a little surprised at the result. Many years of doubles play had founded a combination which verged on perfection; and this, no doubt, was the cause of their optimism. In addition to this the visitors had rarely, if at all, played together in a doubles match before. Individually, the visitors held a great advantage over the Rumjahns, and this individualism triumphed against the combination of two players of more than average ability.

The Rumjahns stood very little chance against the superb driving of Aragon and the cleverly angled net shots of Gordon Lum. The lobbing campaign that they launched forth in the third and fourth sets, though at times it found its mark, in the end proved disastrous against the brilliancy of Aragon in dealing with anything overhead.

Some, no doubt, will say that the cousins did not play up to their usually high standard, but I think that they did as well as they could against an opposition too powerful, too accurate, and too relentless.

BRILLIANCY OF VISITORS.

The opening stages of the game showed no lack of combination and understanding on the part of Aragon and Gordon Lum, but later in the match on several occasions the loss of a point was due to the one leaving the ball to the other. But taking them as two individual players of high standard and an unfamiliar pair in the doubles game, they played together extraordinarily well.

The First Set.

Gordon Lum served very well in the opening game, using great discrimination in the placement of his first service. H. D. Rumjahn took his service to even matters. Aragon then came forward with a very powerful service—a distinct improvement on his exhibition on the previous day—and took his game without the loss of a point. "S. A." won his service after deuce had been called and he had served two double faults. Lum then won his service to take the lead, and, with "H. D." losing his service, the visitors went further ahead. Aragon took his service to make the score 5-2. "S. A.," however, made a great effort and took his service, but, with Gordon Lum serving well, the visitors went out at 6-3.

The feature of this game was the dazzling forehand drive which Aragon displayed and the clever net play on the part of Lum. "S. A." playing at the net, was unable to see, let alone touch, the glorious drives down the line by Aragon.

Aragon Loses His Service.

The visitors opened the second set by taking the first two games and then the miracle happened—Aragon lost his service. This surprise, however, did not overcome the visitors, who took the next three games to lead at 5-1. Losing one more game they captured the second set at 6-2. This set was a repetition of the former one, though there were some tense volleying duels.

Rumjahn's Win a Set.

The Rumjahns took a lead of three games in the third set after some clever play, in which they touched their best form. Alternate games then gave them the set at 6-3. They deservedly won this set, as they had their opponents on the move throughout, and, by clever placing, they caused several collisions which brought them the needful points.

In the fourth set the Rumjahns took a lead of 4-0, and a five set match was eagerly anticipated, but they could not maintain their temporary advantage. Aragon and Lum played like men inspired and took the next four games to draw level; and, Lum winning his service, gave them the lead at 5-4. Then followed nine games, which went alternately with both sides having the lead in turn. The game was eventually won by the visitors at 11-9 to give them the set and match. It was a great pity that the Rumjahns could not hold their early advantage, as the large crowd would, I am sure, have been treated to a brilliant exhibition of tennis in the final set.

All that remains to be said is that the visitors' individualism was too strong for the Rumjahns, who were forced by the circumstances to adopt a base-line or mid-court position instead of at close quarters with their adversaries.

The result:—

Francisco Aragon and Gordon Lum defeated H. D. and S. A. Rumjahn, 6-3, 6-2, 3-6, 11-9.

FOOT FAULTING.

Gordon Lum Defends Himself.

As there seems to be an impression that Gordon Lum footfaults every time, or almost every time he serves, a *China Mail* representative interviewed him after the match and asked what he thought of the matter.

"Well," he answered, "I have had the opinions of the best judges on that point, both in Australia and America, but all that has been said of me is that my action, when I serve, is exactly like Gerald Paterson's."

Then, as an after thought, "If anyone thinks I foot fault, let him watch me very closely when I serve. He will find then that my foot does not go over the baseline until immediately after the moment of contact between the ball and my racquet. Mr. Lum expressed the hope that he would have a few more games before leaving the Colony.

Doubt of Aragon's Tokyo Visit.

Our representative also saw Francisco Aragon, and when asked what he thought of our courts, the Filipino champion said that they were very good indeed. "Grass courts are the thing in tennis, that is if the grass is good. Back in my home we play on clay courts and although they are much faster, I would rather play on grass every time."

Mr. Aragon said that he was leaving for Manila on Sunday. When asked if he was not going to Japan, he said that he would have to take Mrs. Aragon home first, as she was not feeling too well. "Then," he added, "maybe I'll go to Tokyo."

A Return Match.

A return match between F. Aragon and Gordon Lum and the Rumjhan cousins has been arranged to take place on the Stand Court, H.K.C.C. ground, on Saturday at 4 p.m. sharp.

Another sparkling exhibition should be in store for all followers of the game, and those who were not fortunate enough to get away from their offices early enough to get a seat yesterday, will appreciate this action by the Hong Kong Cricket Club Committee.

HOCKEY.

Gunners Defeat Club.

The Hong Kong Hockey Club 1st XI were defeated by the H.K.S.B. yesterday at King's Park. The scores were two goals to one.

The game throughout was fast and exciting, and no goal was scored in the first half.

LAWN BOWLS.

The following will represent the Hong Kong Electric Recreation Club in their Second Division match against Kowloon Bowling Green Club on the latter's ground on Saturday:—

S. H. Clarke, E. Thompson, D. S. Hill, W. H. B. Muskett (Skip).

W. Stoker, G. T. Padgett, F. F. Duckworth and H. Hatch (Skip).

A. Terbuck, T. P. Saunderson, L. de Romo and A. F. Paul (Skip).

Reserves: V. Sorby and H. S. Jones.

AUSTRALIANS OPEN TOUR AT HOME.

WORCESTERSHIRE CHEAPLY DISMISSED.

WOODFULL AGAIN.

Fine Assistance From Bradman.

London, Yesterday.

The opening of the cricket season was heralded by brilliant weather. Before five thousand spectators on the Worcester County Cricket ground, the Australians opened their first class tour.

The wicket was on the soft side, and Worcester on winning the toss were confronted with Australia's best bowling and failed badly, being dismissed in two hours and forty minutes for 131 runs.

Gibbons, the young professional, who showed such promise the year before last, was the only one to offer any resistance, and his score of 31 was a praiseworthy effort.

C. V. Grimmitt, turning the ball with his usual cunning, secured 4 wickets for 38 runs and A. Fairfax took 4 wickets for 36 runs.

At the close of play, the "Aussies" had scored 199 runs for one wicket. W. M. Woodfull, the captain, and Don Bradman, the youthful run getting machine, are still undefeated with 95 and 75 runs respectively, to their credit.

Australia (1 wkt.) .. 199
Worcester 131

— Reuter.

Our Sports Diary

LOCAL

Football—To-day—Referees' Association, 5.30 p.m.

Tennis — To-day — Entries close for K.C.C. Tournament.

May 10—Tennis League commences. — Division "A"—H.K.C.C. v. C.R.C.; S.C.A.A. v. I.R.C.; M.B.K. v. K.C.C.; Division "B"—C.R.C. v. N.C.; H.K.C.K. v. C.S.C.C.; U.S.R.C. v. H.K.U.T.C.; E.Y.M.C.A. v. I.R.C.; K.C.C. v. C.C.C.; Division "C"—C.S.C.C. v. H.K.C.C.; C.T.C. v. F.C.; K.C.C. v. C.R.C.; Club de Recreio v. I.R.C.; H.K.U.T.C. v. K.I.T.C.

May 12—K.C.C. tournament commences.

Sports — To-morrow and Saturday—Hong Kong Area Military Athletic Sports, Army Athletic Ground, Sookumpoo.

Saturday — Sacred Heart College Sports, Kowloon F.C. Ground.

Saturday—St. Joseph's College Sports, Caroline Hill, noon.

Golf—Saturday and Sunday—Captain's Cup, Fanling.

Rifle Shooting — Saturday and Sunday—Interport practice, Taikoo Range, 2.30 p.m.

Racing — May 17 — Extra Race Meeting.

Lawn Bowls—Saturday—League commences—Division I.—K.D.R.C. v. C.C.C.; K.C.C. v. K.B.G.C.; Police R.C. v. Club de Recreio; C.S.C.C. v. Taikoo R.C.; Division II—Taikoo R.C. v. R.H.K.Y.C.; C.C.C. v. K.C.C.; Club de Recreio v. C.S.C.C.; K.B.G.C. v. H.K. Electric Co.

May 10—Entries for Open Singles Championship close.

Water Polo — May 10 — Entries close for League, 6 p.m.

HOME

Rugby Football — May 3 — Rugby League Cup Final, Wembley.

Golf — May 6-9 — British Professional Championship, Southport.

May 12-16—British Ladies' Open Championship, Formby.

May 15—Walker Cup—Great Britain v. America, St. George's Golf Club.

May 23-24 — England v. Scotland, St. Andrew's.

May 26-31—Amateur Championship, St. Andrew's.

Racing—May 7—Two Thousand Guineas, Newmarket.

May 13—Chester Cup.

May 17—Jubilee Handicap, Kempton Park.

Cricket—May 17-19—M.C.C. v. Australians, Lord's.

May 31-June 3—Test Trial Match, England v. The Rest, Lord's.

ITALIAN GIANT.

Carnera Revealed to Be a "Fake" Fighter.

"ARRANGED" VICTORIES.

New York, Yesterday.

The Carnera circus, which has given 16 performances, all knock-outs, during the last three months had an inglorious end to-day, the New York Commission indefinitely suspending Carnera and his troupe. This action followed an official inquiry by the Californian Commission into an alleged faked fight against Chevalier on April 15. Mrs. Chevalier stated that a proposal was made to her husband that he should lose.—Reuter's American Service.

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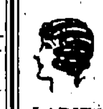

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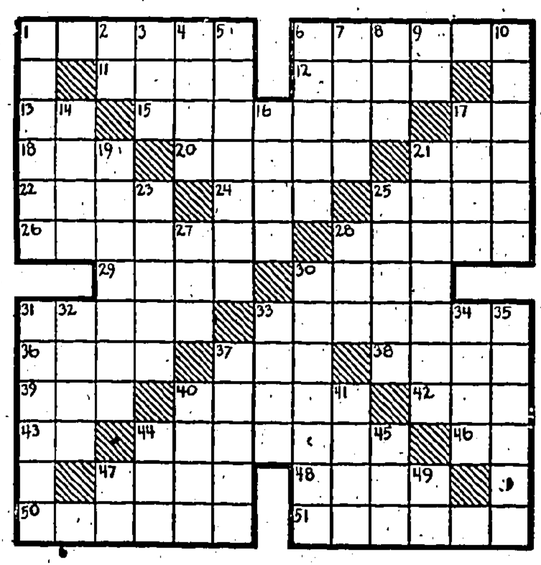
DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1–Mother superior in a convent
6–A ceremonious procession
11–Ireland (poet.)
12–Aid
13–Pronoun
15–Empowered
17–College degree (abbr.)
18–Pacific Coast State (abbr.)
20–Avarice
21–Design
22–Without (Latin)
24–Youth
25–Competent
26–A small dog
28–Odor
29–Raw metals
30–Discharge
31–Sedate
33–Performed
36–Mimicked
37–Hinder
38–Weird
39–Suffix meaning "footed"

HORIZONTAL (Cont.)
40–Danish islands
42–Masculine name (short)
43–Promissory note (abbr.)
44–Name of a Japanese pottery
46–A continent (abbr.)
47–Tender
48–Weary
50–Firmly fixed
51–Spanish spelling of Erasmus

VERTICAL
1–Very nearly
2–Exist
3–Before
4–Carol
5–Angry growls
6–Blanched
7–In bed
8–A color
9–Preposition
10–A coating of the teeth
14–Large lake

VERTICAL (Cont.)
16–Endure
17–Beak of a bird
19–Attired
21–Helped
23–Wandered
25–Monk's hood
27–Termination of nouns denoting vocation
28–Small (Scot.)
30–On the way
31–A soldier employed in making trenches
32–Not closed
33–Organs of hearing
34–Epochs
35–Combining form denoting force
37–Moderated
40–Food
41–A high Turkish official
44–A habitual drunkard
45–A constellation
47–Very
49–Plural ending of some nouns

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HOME FOOTBALL.

Wednesday's Winning Career.

SUNDERLAND FALL.

London, Yesterday.

To-day's League matches resulted:—

Division I.

Sunderland	2	Wednesday	4

Division III.—South.

Southend	1	Coventry	2
Walsall	0	Bristol R.	0

Scottish League.

Falkirk	2	Rangers	1
Partick T.	3	Cowdenbeath	4

—Reuter.

LEAGUE TABLES REVISED.

Division I.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Wednesday	41	25	8	8	100	56	58
Derby	41	21	8	12	88	76	50
M'chester C.	41	19	9	13	90	76	47
Leeds	41	20	5	16	79	63	45
Aston Villa	41	20	5	16	88	81	45
West Ham	41	19	5	17	86	78	43
Leicester	41	17	9	15	86	87	43
Huddersfield	41	17	9	15	63	68	43
Blackburn	41	18	7	16	98	93	43
Sunderland	41	18	7	16	75	76	43
Liverpool	41	16	9	16	63	78	41
Arsenal	41	14	11	16	76	62	39
Portsmouth	41	15	9	17	66	62	39
Bolton	41	15	9	17	73	71	39
Birmingham	41	15	9	17	64	62	39
M'chester U.	41	15	8	18	66	83	38
Middlesbro'	41	15	6	20	79	83	36
Grimsby	41	14	7	20	72	89	35
Newcastle	41	14	7	20	70	92	35
Sheffield U.	41	14	6	21	86	95	34
Burnley	41	13	8	20	73	95	34
Everton	41	11	11	19	76	91	33

Division III.—South

	R.	W.	D.	L.	Goals F.	A.	Pts.
Plymouth	41	29	8	4	96	37	66
Brentford	41	28	5	8	93	40	61
Brighton	41	21	8	12	88	59	50
Queen's P.R.	41	20	9	12	78	68	49
Northampton	41	20	8	13	77	57	48
Fulham	41	18	11	12	87	81	47
Coventry	41	19	9	13	87	71	47
Norwich	41	18	10	13	88	76	46
Crystal Pal.	41	17	11	13	80	73	45
Southend	41	15	13	13	68	54	43
Bournemouth	41	15	12	14	71	60	42
Luton	41	14	12	15	64	66	40
Clapton O.	41	13	13	15	51	61	39
Watford	41	15	8	18	59	71	38
Swindon	41	12	12	17	71	81	36
Exeter	41	12	11	18	66	71	35
Newport	41	12	10	19	73	80	34
Walsall	41	12	8	21	70	78	32
Torquay	41	9	11	21	62	93	29
Gillingham	41	10	8	23	49	80	28
Bristol R.	41	10	8	23	63	92	28
Merthyr	41	5	9	27	55	134	19

Scottish League

	P.	W.	D.	L.	Goals F.	A.	Pts.
Rangers	38	28	4	6	95	32	60
Motherwell	38	25	5	8	104	48	55
Aberdeen	38	23	7	8	85	61	53
Celtic	38	22	5	11	88	46	49
St. Mirren	38	18	5	15	73	56	41
Partick	38	16	9	13	72	61	41
Falkirk	38	16	9	13	62	64	41
Kilmarnock	38	15	9	14	77	73	39
Ayr	38	16	6	16	70	92	38
Hearts	38	14	9	15	69	68	37
Airdrie	38	16	4	18	60	66	36
Clyde	37	12	11	14	60	68	35
Dundee	38	14	6	18	52	58	34
Queen's Pk.	37	15	4	18	65	76	34
Hamilton	37	13	7	17	72	79	33
Cowdenbeath	37	13	7	17	63	71	33
Hibernians	38	9	11	18	45	62	29
Morton	38	10	7	21	67	96	27
Dundee U.	38	7	8	23	53	109	22
St. J'stone	38	6	7	25	48	97	19

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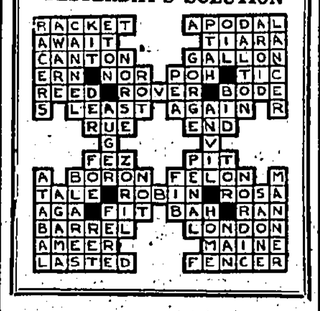
YESTERDAY'S SOLUTION



RACING.

City and Suburban Handicap.

LUCKY TOR LUCKY.

London, Yesterday.

The result of the City and Suburban Handicap run at Epsom to-day over one and a quarter miles, was:

Lucky Tor, 5 yrs., 7 st. 5 lb. 1
Athford, 5 yrs., 8 st. 12 lb. . 2
Vatout, 4 yrs., 8 st. 13 lb. ... 3

Sixteen ran.

Won by two lengths; three-quarters of a length between second and third.

Betting:
13 to 2 agst. Lucky Tor.
6 to 1 agst. Athford.
10 to 1 agst. Vatout.
—Reuter.

LOCAL FOOTBALL.

End of the Season Games.

Two Second Division matches in the local League were played yesterday. The Hong Kong Club defeated Kowloon F.C. by 4 goals to one, and South China "A" ran away with their game with the "B" team of the same Club, the final score being 7 to 2 in their favour.

Kowloon, on their own ground, fielded only nine players to commence with, and at half-time the Club were two goals up, the scorers being Smith and Wilson. Kowloon played up better in the second half, and after Wilson had put his side three up. Hast reduced the lead during a scramble in the goal mouth. Later, Smith scored a fourth for the Club.

Caroline Hill Farce.

The "A" side had nine players and the "B" side six in this game at Caroline Hill. Neither side took the game very seriously, but the "A" side had matters very much their own way, and could have scored more goals if they had liked. The result was 7 goals to two.

Division II.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Chinese "A"	27	24	2	1	75	22	50
K.O.S.B.	28	23	2	3	113	17	48
Navy	28	21	4	3	109	16	46
S. China "A"	27	19	3	5	81	26	41
Somersets	28	18	3	7	85	33	39
Eastern	26	11	4	11	47	53	26
Ewo	28	9	6	13	34	71	24
Kowloon	24	9	3	11	31	56	21
S. China "B"	27	9	13	14	45	75	21
St. Joseph's	28	8	4	16	49	77	20
R.A.	28	7	5	16	28	65	19
Chinese "B"	28	8	2	18	30	73	18
University	27	7	2	18	27	74	16
R.A.M.C.	28	4	4	20	31	70	12
Club	28	2	5	21	16	72	9

LATE HOCKEY.

The following will represent the Club de Recreio in a hockey match against the Hong Kong Hockey Club "A" tomorrow at 5 o'clock sharp at King's Park ground:—

F. Barros, D. Alves, A. A. dos Remedios, D. Lopes, R. Silva-Netto, F. V. Ribeiro, J. A. de V. Soares, H. A. Botelho, C. d'Almada e Castro, A. A. Remedios, and F. J. Remedios.

Have You Heard?—

Angry Foreman: That man over there works twice as hard as you do.

Indolent Labourer: Yes, I have told him about it, but he don't care.

* * *

Wife: John, why do you talk in your sleep?

Henpecked Husband: So as not to forget how, I suppose. It is the only chance I get.

* * *

Landlady: Good morning, Mr. Stipps. Did you sleep well?

New Boarder: Only so-so. I'm afraid I'm not used to a three-season bed.

Landlady: Three-season?

New Boarder: Yes, one with no spring in it.

* * *

Friend to Doctor: Is your nerve treatment a success?

Doctor: Absolutely. The first patient I treated wanted to borrow a fiver from me.

* * *

Isaacs: Vot do dey charge for dem shavin' soaps?

Cohen: Vos you t'inkin' of buyin' dem?

Isaacs: No, I vos wonderin' how much I vos savin' by not shavin'.

* * *

Public Speaker: You, sir! What did you do to benefit humanity?

The Voice: Invented a silencer for saxophones!

* * *

"He was killed while experimenting with electricity."

"Trying to keep up with current events, I suppose."

* * *

Husband: The car is getting very overheated.

Wife (placidly): Turn the radiator off, dear.

* * *

Two Australians were out riding in India, when suddenly there dashed from the jungle a native hotly pursued by a leopard.

"He's making a race for it," remarked one of the Australians. "Do you think you can spot the winner?"

"The winner," came the dry retort, "is already spotted."

* * *

Miss Greene: "It's an opal ring Mr. Jenkins gave me."

Miss Sharp (examining it): "H'm! Do you—er—like it?"

Miss Greene: "Oh, yes; but you know the old superstition, I'm afraid it will bring me bad luck."

Miss Sharp: "I wouldn't worry. This won't bring you real bad luck—only imitation."

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/6 1/16
Bank, on demand	1/6 1/8
Bank, 30 day's sight	——
Bank, 4 months' sight	1/6 1/4
Credits, 4 months' sight	1/7 1/16
Documentary, 4 months' sight	1/7 3/16
On Paris—	
On demand	934½
Credits, 4 months' sight	1009½
On Berlin—	
On demand	——
On New York—	
On demand	36¾
Credits, 60 days' sight	38⅜
On Bombay—	
Wire	101¼
On demand	101¼
On Calcutta—	
Wire	101¼
On demand	101¼
On Singapore—	
On demand	65
On Manila—	
On demand	78¾
On Shanghai—	
On demand	78½
30 day's sight (private paper)	——
On Yokohama—	
On demand	74
Gold Leaf, 100 fine (per tael)	——
Sovereigns (Bank's buying rate)	12.80
Silver (per oz.)	19⅝
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal
Copper Cents	8% prem.
Rate of Native Interest	5% p.a.
Chinese Sub. Coin	23½% dis.
Hong Kong Sub Coin	¼% dis.

LONDON EXCHANGES

Rugby, Yesterday.

Paris	123.925
New York	4.86¼
Brussels	34.86¼
Geneva	20.075
Amsterdam	12.07⅞
Milan	92.78
Berlin	20.365
Stockholm	18.09
Copenhagen	18.165
Oslo	18.16
Vienna	34.465
Prague	164⅛
Helsingfors	193 3/16
Madrid	39.35
Lisbon	108.30
Athens	375
Bucharest	818
Rio	5.27/32
Buenos Aires	43 3/32
Bombay	1/5 27/32
Shanghai	1/11
Hong Kong	1/6 1/16
Yokohama	2/0 ⅜
Silver Spot	19⅝
Silver Forward	19 9/16

—British Wireless Service.

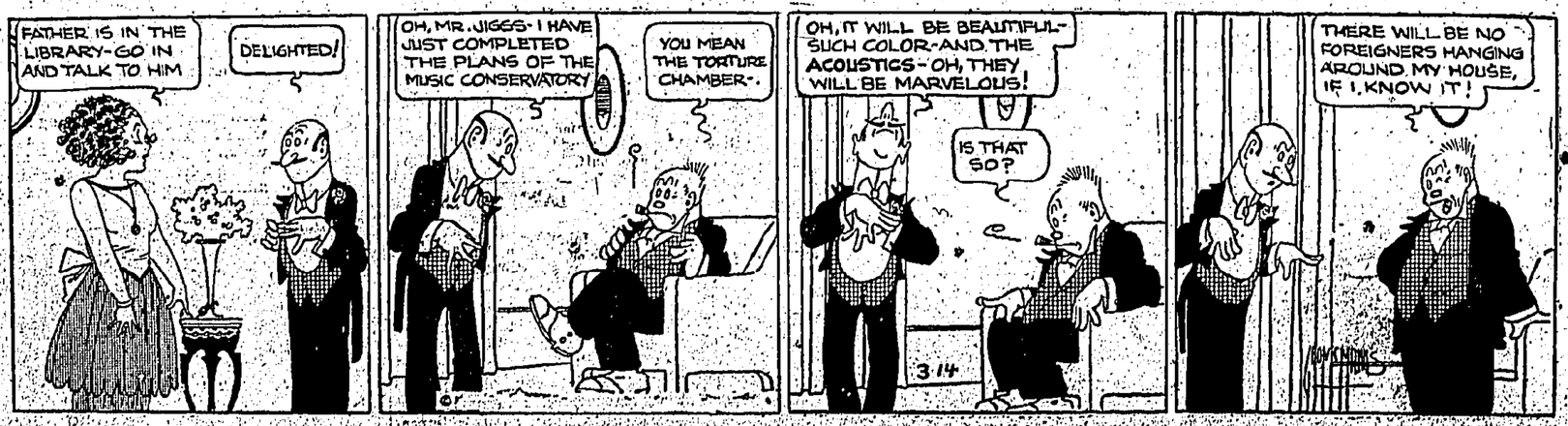
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 1st May, 1930

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	$ ...	1410	...	...	Dec.	Final $14 a/c 1929 ex. 1/7 = $10.33
Chartered Bank	£ ...	...	...	17½	Dec.	Final 7/- bonus 0/3 free 1/Tax a/c 1929
Mercantile Bk., Ltd.	...	...	...	80½	Dec.	Fin. 20/- a/c 1929 less 1/Tax
" C.	£ ...	...	...	12½		Apr. — 80
Bank of Asia	$ 109	...	...	...	Dec.	$8 for 1929 Feb. 28, 30
Insurances.						
Canton Ins.	$ 365	...	...	...	Dec.	Final $27 for 1928 Interim $18 a/c 1929 = $45 Pending
Union Ins.	$ 450	...	450	...	Dec.	Final 10/- for 1927 Interim 24/- a/c 1929 = £2 May 24, 29
China Underwriters	$ ...	...	...	1½	Dec.	None ...
China Fire Ins.	$ 330	...	...	...	Dec.	Final $3 bonus $3 for 1927 Interim $3 a/c 1929 = $18 May. 24, 29
H. K. Fire Ins.	$ ...	...	...	900	Dec.	$17 for 1928 Mar. 26, 30
Shipping.						
Douglases	$ ...	...	...	22½	Dec.	Last dividend for 1924 ...
H. K. Steamboats	$ 26	...	...	3	Dec.	$1-50 for 1929 Mar. 4, 30
Indo-China (Pref.)	$ ...	...	...	13	Dec.	(12/- ex. 2/-) on preferred for 1924 and 1925 June 19, 29
" (Def.)	$ ...	...	...	40		Last dividend for 1923 ...
Shell Transports	£/- ...	...	...	99/4	Dec.	Int. 2/- Coupon No. 55 free 1/Tax a/c 1929 Jan. 6, 30
Union Waterboats	$ 27½	...	...	...	Dec.	$1-50 for 1929 Mar. 10, 30
Mining.						
Benguets	$ ...	...	...	6½	Dec.	Interim 15 centavos a/c 1929 Apr. — 30
Kailan Mining Ad.	£/- ...	...	...	56/3	June	Final 2/- free 1/Tax Coupon No. 35 year 30-6-29 Dec. 17, 29
Langkat (Comb.)	Tls. ...	...	...	13.60		
" (Single)	Tls. ...	...	...	7½	Oct.	Last div. for year 31-10-27 ...
S'hai Exploration	Tls. ...	...	...	1.30	Dec.	None ...
" Loans	Tls. ...	...	...	5.40	Dec.	Last dividend for 1929 ...
Raubs	$ 22	...	...	...	Mar.	Second Int. 1/- a/c year 31-3-30 Mar. 25, 30
Tronoh Mines	£/- ...	...	...	21/-	Dec.	4½d. less tax Coupon No. 91 Sep. 30, 29
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	$ 156	...	...	...	Dec.	$9 for 1929 Mar. 18, 30
H. K. & W. Docks	$ ...	38	...	...	Dec.	Last dividend for 1924 ...
China Provident	$ 5½	...	5½	...	Dec.	Last dividend for 1924 ...
Hongkews	Tls. ...	...	...	245	Dec.	Final T. 12 a/c 1929 Mar. 31, 30
N. Engineerings	Tls. 8½	...	...	...	Dec.	T. 0.50 for 1929 Feb. 25, 30
Shanghai Docks	Tls. ...	...	...	125	Apr.	T. 7.50 for year 30-4-29 July 27, 29
Cotton Mills.						
Ewo Cottons	Tls. 13½	13.40	13.35	...	Dec.	Final T. 2 a/c 1929 Mar. 17, 30
S'hai Cotton (old)	Tls. 77	...	...	...	Apr. and Oct.	T. 2.50 old for half year T. 1.25 new 31-10-29 Nov. 26, 29
" (new)	Tls. 73	...	...	...		
Zoong Sings	Tls. ...	...	...	10	June	T. 0.60 for year 30-6-29 Oct. 11, 29
Lands, Hotels & Buildings.						
H.K. & S. Hotels	$ 12.80	13	...	...	Dec.	50 cents for 1929 Apr. 7, 30
H. K. Lands	$ 78	...	78½	...	Dec.	Final $2 a/c 1929 Feb. 12, 30
Shanghai Lands	Tls. 245	...	...	...	Dec.	Final T. 6 a/c 1929 Mar. 12, 30
Humphreys	$ ...	14½	...	...	Dec.	80 cents for 1929 Pending
H. K. Realties	$ 9.70	...	...	...	Dec.	Final 20 cents a/c 1929 Mar. 24, 30
Chinese Estates	$ ...	98	...	...	Feb.	$4 for year 28-2-29 June 5, 29
Public Utilities.						
H. K. Tramways	$ 20.40	20.80	..0	...	Dec.	Final 50 cents a/c 1929 Mar. 18, 30
Peak Trams (old)	$ ...	...	...	11.65	Apr.	($1 on old) for year ($0 cts on new) 30-4-29 June, 7, 29
" (new)	$ ...	...	...	6.05		
Star Ferries	$ 75	...	76½	...	Dec.	$4 for 1929 Feb. 14, 30
China Light (old)	$ 24	...	24½	...	Sept.	Int. 25 cts. a/c yr. 30-9-30 Pending.
" (new)	$ 10	...	...	...		
H. K. Electrics	$ 78½	78¾	78½	...	Dec.	$2.50 for 1929 Mar. 12, 30
Macao "	$ 38	...	...	...	Dec.	... ...
Sandakan Lights	$ 6.10	...	...	...	June	None ...
H.K. Telephones	$ 12½	13	12.80	...	Dec.	Final 10 cents a/c 1929 Mar. 15, 30
China Buses	Tls. 19	...	...	...	Dec.	T. 0.60 for 1928 Feb. 21, 29
S'pore Tractions (Ord.)	£/- ...	10/-	...	...	Sept.	1½% on preference shares Subject to Income Tax Feb. 6, 30
" (Pref.)	£/- ...	...	18/6	...		
Industrials.						
China Sugars	$ 80 c.	...	...	...	...	In Liquidation. ...
Malabon Sugars	$ ...	...	...	27	Dec.	Pn. 3 for 1923 April 11, 29
Cald: Macg. Ord.	Tls. ...	...	...	10	Dec.	Incorporated in May 1929 ...
" Pref.	Tls. ...	...	...	10		
Canton Ices	$ ...	...	...	2½	July	None ...
Cements (comb.)	$ 16.80	16½	16½	...	Dec.	30 cents on old 14 cents on new for 1929 Mar. 19, 30
" (old)	$ 11	...	...	...		
" (new)	$ 4½	...	...	...		
H. K. Ropes	$ ...	...	...	8.15	Dec.	Last dividend for 1924 ...
United Asbestos	$ 5	...	...	...	...	... ...
Stores, &c.						
Dairy Farms	$ 23.70	...	23.70	...	Dec.	$1.60 for 1929 Mar. 14, 30
Watsons	$ ...	...	...	11	Oct.	70 cents for year 31-10-29 Mar. 31, 30
Der A Wings	$ 60 c.	...	...	...	...	... ...
Lane Crawfords	$ ...	...	...	8	Feb.	Last dividend for year 28-2-29 ...
Mackintoshs	$ 18½	...	...	...	Feb.	$2 for year 28-2-29 April 11, 29
Sinceres	$ ...	...	...	12	...	... ...
Wm. Powells	$ 2.85	...	...	...	Feb.	25 cents for year 28-2-29 June 10, 29
Miscellaneous.						
H.K. Amusement	$ ...	...	...	29	Mar.	($2.50 on Preferred) for year ($1.50 on Deferred) 31-3-29 July 5, 29
H. K. Constructions	$ ...	...	...	1.10	Dec.	None ...
B. Ind. G.$ Bonds	98%	...	...	...	...	... ...
H. K. Govt. Loans	$ 6%	From	Ex.	Int.	...	Interest half yearly ...

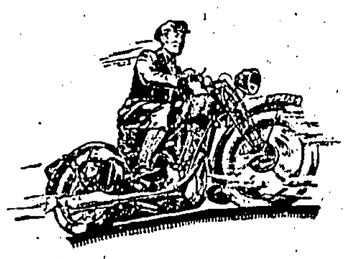
DO YOU KNOW that by paying H.K.$150.00 down and H.K.$27.00 per month for a limited period you can become the proud owner of a
GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR
on view at:—
The Hong Kong Electric Co., Ltd. Wm. C. Jack & Co., Ltd. and
The General Electric Co., Ltd. Andersen Meyer & Co., Ltd.

BRINGING UP FATHER



THE MOTORISTS' PAGE

Greater Strength—Greater Safety—Greater Comfort—Greater Value



RIDE ON A BACKBONE OF FORGED STEEL

WHICH CHARACTERISES

1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and Inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C., Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

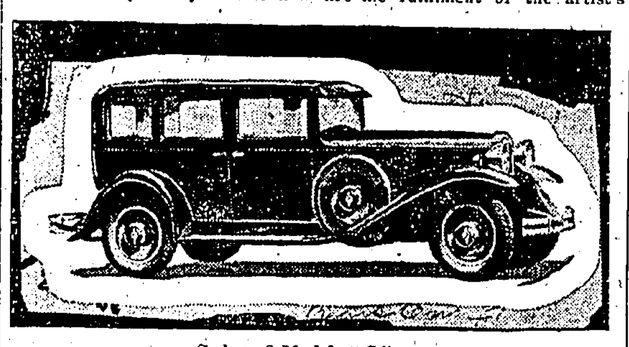
ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Long & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

MOTOR INDUSTRY.

Enlists Artistic Genius.

Could Michael Angelo have seen the light of day during our own period, his genius might readily have been devoted to channels that would have contributed to the embellishment of the products of industry and his income would thereby have been commensurate with his gift to humanity. For the past decade has seen drab products blossom into things of rare beauty, touched by the brush of a renowned artist or hewn by the chisel of an immortal sculptor. Line and colour blend to make industry's products attractive to the most aesthetic.

Modern artisans, borrowing from the art of the Boulles, famous furniture makers to Louis the Fourteenth, have given to industry the ornate period design that bears the monarch's name. The renowned Lalique has transformed into a scintillating jewel the perfume flacon that graces milady's toilette. And the automobile has emerged chrysalis-like from the unattractive shell that housed a vibrating engine into blended symmetry of line and colour harmony.



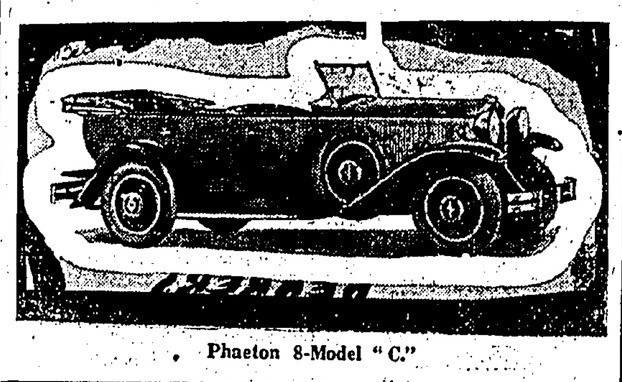
Sedan 8-Model "C."

The most recent contribution to the aesthetic in the realm of automobiles owes its origin to the science of geometry. Hupmobile engineers and designers, have for the first time, in the history of automotive industry produced a motor car with a single modern motif of design. A clearly defined median line divides the ensemble into modernistic planes and brings the halves into symmetrical balance just as a yacht is balanced upon its keel.

The front line of the roof and the visor are carried forward to an angle above the centre of the windshield. The base of the windshield and the rear windows are angular in the modernistic manner and the rear panel is separated vertically into two balanced surfaces. In the same way the modern treatment in straight lines, angles and superimposed planes, is carried into every individual item of styling. Established in the colourful radiator emblem, this motif is repeated on the radiator cap, on the headlamps, fender lamps and their bases, bumpers, hub caps, door handles. Even the tail light has the same individual design.

This single modern motif of design was first introduced in the 1930 Model Hupmobile Straight Eight and has since been followed in other 1930 Hupmobile Eights. The same vigorous design motif is observed on the hardware of the inside of all closed models; the window mouldings, the instrument board and panel, the steering wheel hub and spokes, the light switches, the corner lights and the vanity case all follow the same motif. The whole effect is one that is both stimulating and delightful.

The entire Hupmobile line typifies the trend toward the artistic in modern industry; to-day's models are the fulfilment of the artist's imagination of yesterday, as are the vari-coloured thermos bottles, fountain pens, cameras, clocks, cash registers and typewriters. And colour in industry is further beautifying famous aircraft and railways; the bright blue bodies and orange wings of the craft of a large American Airway Corporation sharply contrast fleecy white clouds; and the PLM Train Bleu from Paris to the Riviera rivals the glittering Rhein-gold express which streaks its violet, ivory and gold from the North Sea to the Alps. Utility must share its place with artistry in practically every industrial product of to-day.



Phaeton 8-Model "C."

CAR TERMS.

Simple Explanations

Following are a number of definitions of common motoring terms:—

Pick-up is a term referring to the accelerative ability of the car when it responds in greater or lesser degree to an extra supply of petrol after depression of the accelerator pedal.

When driving at night a large number of motorists dim or dip their lights. These two terms have *entirely different meanings. To* dim means that the current in the main head lamps is switched on to a second filament of lesser power than that normally used. On some cars provision is made for the lamps to be dimmed by means of a resistance switch. Dipping is carried out by turning lamps or reflectors downwards and, on some cars, at the same time sideways, so that an oncoming driver is not dazzled. Blacking out means that the head lamps are switched off and only the side lamps are left on—this is not to be recommended at any time because of the risk involved to the driver in question by suddenly robbing him of the greater part of his illumination.

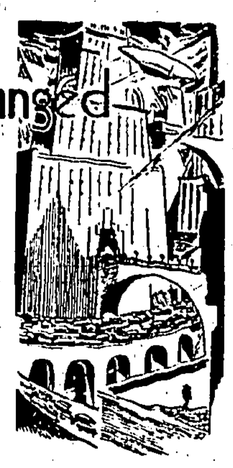
Coasting is a term used for an operation that emulates the free-wheel bicycle; that is to say, on a long and safe descent the experienced driver will place his gear lever in neutral, when the car will glide noiselessly, since the car will not be driven by the engine, or be endeavouring itself to drive the engine.

Bodybuilders' Terms.

Other terms which may mystify the newcomer to the pastime are those used by bodybuilders. For example, one might naturally imagine that a six-light saloon would be one having six windows (two on each side, one at the rear and one at the front—the windscreen). Such, with two windows at each side, is, however, a four-light saloon, for only windows at the sides are counted in this connection. A coupe is an enclosed car with accommodation for two, or sometimes three, persons inside, and having in some instances, a dickey seat at the back for two more passengers. A sportsman's coupe is a four-seater in effect, with the rear seat or seats fitted close to those in front; the back seats are usually intended only for occasional use, all seats being under the main roof. The sportsman's coupe is sometimes known as a close-coupled saloon.

An open four-seater is still known as a tourer or touring car, a term which is becoming out of date since closed cars are gaining wider and wider popularity for all purposes. There are countless terms relating to bodywork alone, so it is impossible to name them all.

world conditions have changed



World conditions have changed. For the first time in history, and not merely in one industry, but in all, the power of the nations to produce exceeds, and on a world-wide scale, the capacity of mankind to consume. That means endless struggle among sellers, both manufacturers and merchants, and the time has come when active selling has to replace order-taking and "advertising."

Unfortunately, in the mad rush to create demand, many manufacturers of lubricating oil resort to the publication of misleading; not to say untruthful statements about the quality and service-giving abilities of their lubricants. One outstanding untruthful statement is "just as good as Gargoyle Mobiloil at half the price." This statement has fooled many a worthy individual into buying a practically useless lubricant, the use of which has resulted in unnecessary repairs and consequent waste of money.

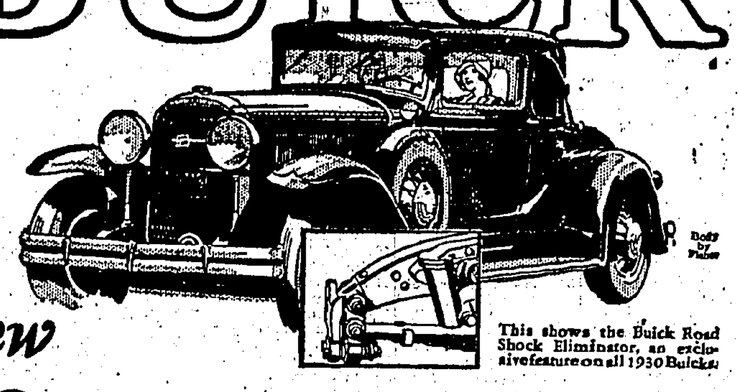
So long as there are people who believe it possible to get somethisg good and reliable for next to nothing, the demand for cheaper-in-quality, good looking lubricants will make it worth while for lubricating oil manufacturers to disregard quality.

Our advertisements, our letters and our statements are pioneers in the art of active selling—they can be believed, not only because we are here to stay but because we know that our business can not thrive unless we tell the truth and hold the confidence and goodwill of the motoring public.

Regardless of what competitors say, Gargoyle Mobiloil is the most economical and efficient motorcar engine lubricant. A trial is all that is necessary to prove this statement truthful.

Vacuum Oil Company

THE *New* BUICK



New *Road shock Eliminator* . . and *New* Steering Gear

This shows the Buick Road Shock Eliminator, an exclusive feature on all 1930 Buicks.

make *Buick* the easiest car in the world to drive!

The road shock eliminator—built into the *front of the frame* on the steering gear side—absorbs every jolt and jar arising from road inequalities, and thus prevents their transmission to the steering wheel and the driver's hands.

Imagine being able to travel the roughest road with your hands resting lightly on the wheel! Think of having an automobile which you can drive all day at any speed without feeling a single road jolt transmitted through the steering wheel!

Such are the fine results of two matchless new quality features in the 1930 Buick—two features which add to this car's appeal as the greatest dollar value of the day: a wonderful new frictionless steering gear, and the new Buick road shock eliminator!

The new Buick steering gear, of the effective worm-and-roller type, moves with incomparable ease throughout its entire turning range, assuring instant, effortless response to the driver's every wish.

Come drive this new Buick. Head for the road you ordinarily avoid as too rough for comfortable travel. Test these twin features of comfort which make the new Buick the easiest steering car in its field!

114" Wheelbase Marquette Models . H.K.$3,900 to H.K.$4,250
118" Wheelbase Buick Models .... H.K.$4,750 to H.K.$5,130
124" Wheelbase Buick Models .... H.K.$5,930 to H.K.$6,015
132" Wheelbase Buick Models .... H.K.$5,635 to H.K.$7,640

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT . . BUICK WILL BUILD THEM.

FISK

A tougher, safer oversize tyre unsurpassed for

MILEAGE

This big sturdy tyre will carry you safely wherever you want to go, at the lowest possible cost per mile.

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:— GILMAN & CO.

Telephone C. 290. 4A, Des Voeux Road C.

TANK CAPACITY.

An Interesting Analysis.

The number of filling stations on main roads nowadays is so large, and the methods of supplying petrol from pumps is so rapid that it might be argued that there is no longer much need for a car to be provided with a large petrol tank. Then again, on the majority of cars there is a clearly visible petrol gauge and a reserve supply made available by turning a tap, so that it is highly unlikely that any but the most careless of drivers would become stranded by shortage of fuel.

On the other hand, a modern car is capable of running for prolonged periods at high speeds, so that it is irritating to the driver who is trying to cover, say, 160 miles in four hours, if he has to pull up at an intermediate point in order to take more fuel on board. There is also a psychological aspect to the subject, namely, that the less frequently an owner has to stop and fill up the tank the less likely is he to be dissatisfied with the petrol consumption of his car!

An Interesting Analysis.

Believing this subject to be one of general interest to owner-drivers, the Autocar carried out an analysis of a large number of well-known makes of car, based upon the specifications which included figures given by the car manufacturers for tank capacity and for miles per gallon. In making this analysis (says the Autocar) we divided the cars into four classes, selecting from 12 to 20 individual makes in each class, and the division was made as follows:—Baby cars up to 10 h.p. rating; medium-sized four-cylinder cars; medium-sized "sixes," and large cars with a rating exceeding 25 h.p.

Continental Cars Score.

The result of this analysis is that for the smallest cars the average tank capacity provided is 5½ gallons. In each case we took the figure for tank capacity, and multiplied it by the makers' figure for m.p.g., so obtaining the mileage which that particular car would run on one tankful; these mileages were also averaged, giving a result (for the smallest cars) of 215 miles. Incidentally, this gives a calculated average of 29 m.p.g. for the petrol consumption.

The same process was applied to the other car classes, and for the medium-sized four-cylinder cars, gave a result of 10½ gallons for tank capacity and 270 miles for maximum distance covered, the consumption averaging 25½ m.p.g.

There is no doubt that this figure for tank capacity is considerably higher than would have been the case a few years ago, the reason being that in the intervening period a number of makers have given up scuttle tanks in favour of tanks mounted at the rear. Naturally, the scuttle position limits the capacity which can be employed. In this class, as in others, it was noticeable that the largest tanks were usually those fitted to the Continental cars.

Medium-Sized "Sixes."

In the next class, made up of medium-sized six-cylinder cars, many of the chassis are similar to those of four cylinder cars produced by the same concerns, so that the average tank size is much the same, namely, 11½ gallons. On the other hand, the average consumption of a "six" is higher than that of the equivalent four-cylinder model, which reduces the mileage which can be covered on a tankful. Actually, the figures worked out at 250 miles for this six-cylinder class, representing a consumption of nearly 22 m.p.g. In the case of the large cars very big tanks are the general rule, the largest of all those examined being that of the 36-220 h.p. Mercedes, which holds no fewer than 35 gallons—probably representing a mileage of at least 350.

We found that for large British and Continental cars of this class tanks holding from 20 to 25 gallons are common, but for the American cars, somewhat smaller tanks are the rule, which is rather surprising, considering the long distances often covered by motorists in the U.S.A. The average figures for the whole class worked out at 19 gallons for tank capacity and 275 miles for distance, representing a calculated consumption of 14½ m.p.g.

Of course, to a certain extent these figures are deceptive because it is quite common for the last two gallons of, say, a 12-gallon tank to be trapped as a reserve supply, or even if there is no reserve a driver usually begins to think about replenishment when he has only a gallon or so of fuel remaining. Consequently, the mileage which would actually be covered between replenishments on any of the cars which we have analysed would be probably at least 10 per cent. lower than those stated.

Viewing the results as a whole, bearing this point in mind, it would seem that the class of car least well off from the point of view of tank capacity is the six-cylinder type ranging from 12 h.p. to 20 h.p. in rating. A fair number of these cars have tanks holding only 10 gallons, so that, taking a figure of 8 gallons between replenishments and a consumption of 20 m.p.g., this represents a mileage of only 160.

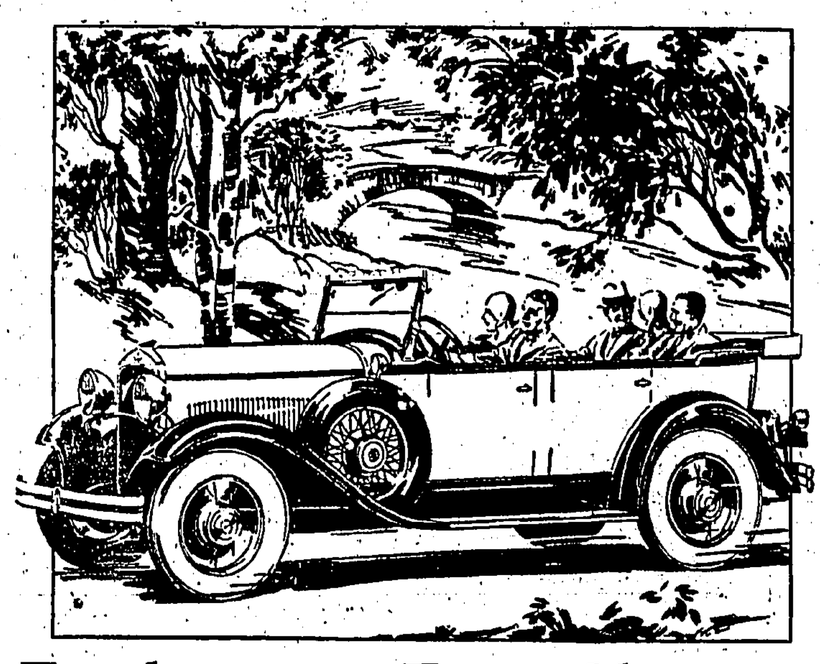
It is, of course, important to remember that the weight of petrol is by no means inconsiderable, 10 gallons of fuel weighing about 75 lb. Furthermore, a large tank must be made considerably heavier than a small one because thick material and a number of partitions are necessary to give it adequate strength. The mounting and protection of a large tank are other important points not always given sufficient considerations.

On the whole, this analysis does not show the modern multi-cylinder car in too favourable a light as regards the efficient utilisation of fuel. As prime movers go, the petrol engine is not open to serious criticism on the score of wasting fuel; it is true that only some 25 per cent. of the petrol consumed appears in the form of useful work done, but many of the losses are inherent in the cycle.

Far more serious a cause of fuel waste is the extremely high wind resistance produced by a closed car of orthodox design which makes the power required to propel it at modern cruising speeds of 50 m.p.h. or so quite inordinately high. Until some practical approximation to a stream-lined form is adopted this source of fuel waste will remain and it accounts for the fact that a car which covers 25 miles to the gallon at an average of "thirty" may only do 20 m.p.g. when averaging 40 m.p.g.

ALL KIND OF CAR REPAIRS.

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4821.



Enduring Excellence

Long after the average car begins to show the effects of mileage, the Dodge Six continues to prove its mettle. It is so well made it preserves its "newness" and youthfulness even after thousands of miles of travel. The body remains tight and rigid. The finish retains its lustre. The brakes stay permanently efficient. The whole mechanical assembly continues to perform with utmost smoothness, responsiveness, ease and economy. It is only such enduring excellence which gives the Dodge Six its world-wide reputation for the ultimate measure of durability, dependability and long-life.

DODGE BROTHERS SIX
285
CHRYSLER MOTORS PRODUCT

SOUTH CHINA MOTOR CAR CO.
33, Des Voeux Road Central.
Tel. C. 5644. Tel. C. 5644.

USED CARS.

Assessment of Value.

How many purchasers of second-hand cars have considered their purchase or prospective purchases in the terms of unused mileage? When a motor vehicle is bought, one is not, in fact, buying the car itself in the sense that a piece of jewellery or a picture is purchased, but is paying for the service that is going to be obtained from the vehicle. To put it differently, one is buying potential mileage. It is difficult if not impossible to say what is the useful life of a motor car; obviously it will vary with the quality, and the treatment it has received at the hands of its owner or owners. The same make of car and approximate mileage, that after a year in one man's hands, will look and perform almost as new, a sister car in the hands of a careless and less well-informed owner will look a wreck, and require extensive mechanical repairs as well. So it is well to remember, that potential mileage can be dissipated more rapidly by carelessness and neglect than by legitimate use as shown by the speedometer.

Suppose one is contemplating the purchase of a two-year-old car of average price. It is reasonable to think that the total potential mileage of an average car of this type when new is 100,000 miles before it is scrapped. It is found that it has done between 20 and 30 thousand miles. A careful examination of the car shows that it has probably been fairly well cared for, and reasonably carefully driven; still, various minor faults may cause one to debit it with another 5,000 to 10,000 miles, in his mind as deductable from its prospective life.

Then we know that, given average care and usage, we are buying, *say*, 60,000 potential miles of service. The majority of reasonably modern cars that come on the second-hand market do so because their late owners wanted a change, were tired of the old car, needed more seating capacity, more horsepower, a closed car instead of an open, or some other reason of the kind, not because they are worn out or have not still many thousands of unused miles to their credit. So it may well happen that it will pay the prospective purchaser better to ignore the dictates of fashion and obtain for the money he has to spend a two or three-year-old car that has a big potential mileage life before it, rather than to get a year-old car that, by reason of use or ill-treatment, has reached middle age and has most of its trouble-free mileage behind it.

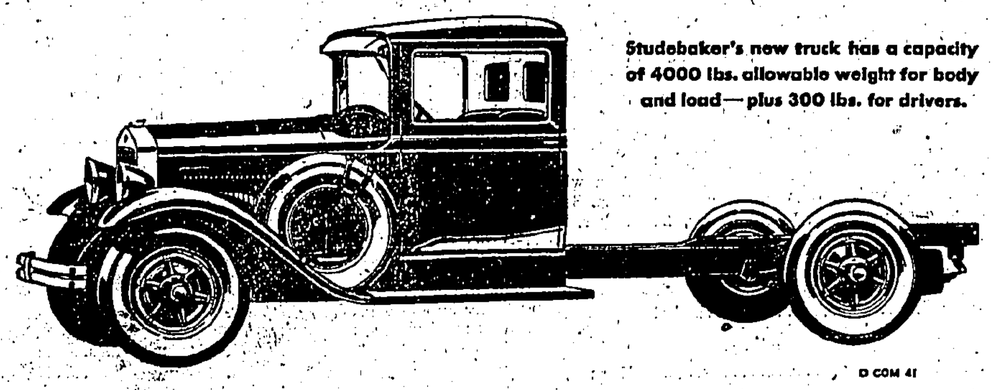
RUNNING COSTS.

Effect of High Speeds.

As the burden of taxation borne by motorists is always increased rather than reduced, it behoves motorists themselves to endeavour to keep down their running costs. One of the first things that a novice should clearly understand is that maintaining high speeds is one of the surest ways of running up expenses. Fuel consumption increases at a surprising rate, even the best engine tends to fling out oil, the life of tyres is shortened considerably, and if the speed is maintained without any regard to the road surface, breakages may result. Few motorists nowadays have sufficient patience to limit their speed of travel to 25 m.p.h. on the open road, yet if the experiment were tried for a month the difference in running costs between driving under those conditions and, say, at 40 m.p.h. whenever the opportunity presented itself, would be appreciable. It is possible, however, to strike the happy medium by touring along at about 30 m.p.h. and obtaining thereby the maximum enjoyment from the countryside.

Incidentally it is surprising, but nevertheless true, that the time taken to accomplish any given distance at a speed never exceeding 30 m.p.h. is very little more than when one indulges in frequent bursts of 40 m.p.h. Probably the governing factor is not relative speed at all, but the obstructions which are met with in the course of an ordinary run and which have a far greater effect on the performance of the high-speed car than on that of the slower-moving vehicle. A somewhat similar parallel may be drawn between the conditions which arise when violent acceleration and deceleration are indulged in as compared with getting away gently and pulling up in similar fashion. In the former case tyres wear more quickly—the Dunlop Co. state that an increase of 10 miles an hour in speed *doubles the rate of wear* between 30 and 50 m.p.h.—more fuel is consumed, brake linings do not last so long, and a far greater degree of wear and tear is imposed on the vehicle itself. The actual saving in time, moreover, may under many conditions be hardly appreciable. If, for example, a driver knows quite definitely that he will have to slow down behind a large furniture van rumbling along in the distance, he might just as well take his foot off the accelerator and close up without using the brakes at all. To maintain a fairly high speed until within 40 or 50 yards of the van and then heavily apply the brakes is merely spectacular and decidedly wasteful. In this and other ways, love of the spectacular costs a driver shillings, if not pounds.

BETTER BUILT FOR BETTER PERFORMANCE

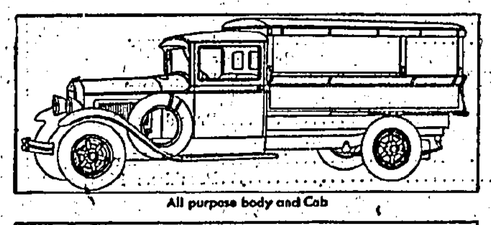


Studebaker's new truck has a capacity of 4000 lbs. allowable weight for body and load—plus 300 lbs. for drivers.

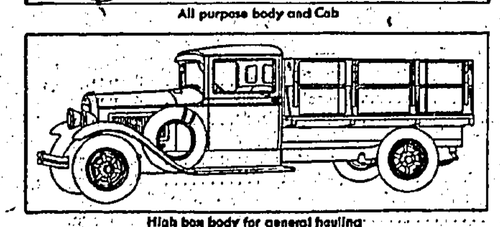
D COM 41

UNHAMPERED by precedent, Studebaker engineers have designed a new truck chassis of exceptional strength and power. Its 6-cylinder Studebaker engine—4-speed gearbox—sturdy front and rear axles—powerful 4-wheel brakes—stout frame and over-sized universal joints all emphasize unusual engineering skill in Studebaker's new 146-inch wheelbase truck chassis.

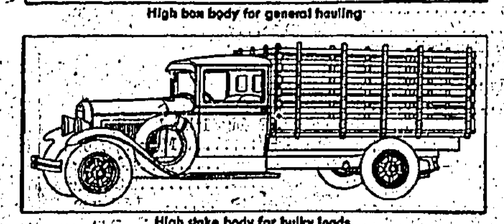
The extra margin of strength built into this rugged truck—plus an ample reserve of power provided by its 68-horsepower engine, 4-speed gearbox and low rear axle ratio—make it an ideal unit for all types of haulage work.



All purpose body and Cab



High box body for general hauling



High stake body for bulky loads

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Thursday, May 1, 1930.
Fourth Moon, 3rd Day.

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RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of vessels to be expected in wireless communication with Hong Kong to-day:—Turbo, Viminale, Yamagata Maru, Port Sea, Kojun Maru, Oostkerk, Tsinan, Times Maru, Osiris, Derfflinger.

INWARD MAILS

From — Per

THURSDAY, MAY 1.
Shanghai and Amoy ..... Ninghai

FRIDAY, MAY 2.
Japan, Shanghai and Europe via Siberia (London, April 13) ..... Kashima Maru

SATURDAY, MAY 3.
Shanghai and Europe via Siberia (London, April 11) ..... Derfflinger
Europe via Negapatam (Papers only, London, April 3) ..... Hong Hwa
U.S.A. (San Francisco, Apr. 4), Honolulu, Japan and Shanghai ..... President Polk

SUNDAY, MAY 4.
Japan ..... Hakata Maru.
Manila ..... President Madison

OUTWARD MAILS

For — Per

THURSDAY, MAY 1.

Swatow	Hydrangea	3 p.m.
Samshui and Wuchow	Kochow	4 p.m.
Saigon	Wai Shing	4.30 p.m.

FRIDAY, MAY 2.

Hoihow, Pakhoi and Haiphong	Menado Maru	8.30 a.m.
*Hoihow and Bangkok	Chihua	8.30 a.m.
Japan, *Honolulu and *South American Ports	Heiyo Maru	10.30 a.m.
Bangkok	Bintang	Noon.
Manila, Sandakan, Australia (except places South of Townsville) and *New Zealand via Thursday Island	Nellore (Due Thursday Island, May 17.) Parcels ..... May 2, Noon. Registration ..... 1.45 p.m. Letters ..... 2.30 p.m.	
Fort Bayard	Tai Poo Sek	1.30 p.m.
Swatow, Amoy and Foochow	Haiyang	1 p.m.
Shanghai, Dairen and *Europe via Siberia	Antenor Registration ..... May 2, 5 p.m. Letters ..... 6 p.m.	
Straits, Ceylon, India, Mauritius, E. & *S. Africa, Adent Egypt & Europe via Marseilles	Kashima Maru (due Marseilles, June 2.)	

K.P.O.	G.P.O.
Registration ..... May 2, 4.30 p.m.	Registration ..... May 3, 8.45 a.m.
Letters ..... May 3, 9 a.m.	Letters ..... 9.30 a.m.

*Superscribed correspondence only.

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WHEN SCHOOLS ARE TOO COLD.

EFFICIENCY FOUND TO BE HALVED.

HEATING SYSTEMS.

Observations on children attending three virtually unheated open-air schools showed that their efficiency in very cold weather was only about half that of children in heated schools.

This is one of many interesting discoveries made by Dr. H. M. Vernon and Dr. T. Bedford, assisted by Mr. C. G. Warner, whose "Study of heating and ventilating schools" has been published by the Industrial Health Research Board.

In the last few years, the report states, several new methods had been adopted for the ventilation and heating of schools, offices, and other buildings, and it was considered desirable to ascertain whether their adoption, in suitable cases would be likely to conduce to the health and comfort of industrial workers, and enable them to perform their manual work with the greatest possible efficiency. The novel forms of heating investigated were under-floor heating and panel heating, while the ventilation consisted of various degrees of open-air and semi-open-air ventilation. Under-floor heating was adopted in Roman times, and it was recently employed in Liverpool Cathedral. "In considering the suitability of any systems of ventilation and heating," the report emphasises, "attention should be paid to the effect they may have on the manual dexterity of the individuals subjected to them. This question is particularly important in so far as it relates to industrial workers, but it is desirable that clerical workers and school children should not have their fingers cooled to such an extent that they lose some of their speed and skill in writing, drawing, knitting, etc."

Manual dexterity tests showed that when the hand temperature fell to 70 degrees there was a loss of 12 per cent. in speed of performance.

Observation on children in a school heated by hot-water radiators left no doubt that the children were too cold, their capacity for profiting by the school instruction being thereby impaired. Hand temperatures below 70 degrees ought to be avoided, 75 degrees or more being desirable for the attainment of maximum manual dexterity, such as was needed by many industrial workers.

Open-Air Schools.

The most important question raised in the report relates to the substitution of open-air schools for schools of the ordinary type. "If the children are to attain full efficiency at manual work, such as writing and drawing, and if absenteeism is to be maintained at its lowest figure, it is necessary that the schools be kept at a temperature not much below sixty degrees, and in any case not below 55 degrees. There can be little doubt that the semi-open-air system, as we found it, could be improved on to some extent so as to diminish its disadvantages while retaining its advantages. If the heating, whether by an under-floor system or a ceiling-panel system, were increased in power, the air temperature of the rooms could be maintained at a higher level than at present without diminishing the degrees of air movement induced by open doors and windows. Probably the best heating system of all, except for the expense entailed, would be to heat by a combination of the under-floor and the ceiling-panel methods."

Outlining the arguments in favour of ceiling heating the writers state: "Without wishing to dogmatise, we are inclined to think that it is preferable to floor heating for most purposes, though not for open-air schools. Neither system is free from defect unless it embraces a small amount of hot-water radiator or pipe-heating in addition."

With regard to factories, they state that the under-floor system would doubtless prove satisfactory in rooms where most of the floor was exposed and the machinery, if any, was light.

The absenteeism of the 6,312 children attending 26 schools, ascertained for a three-year period, was lowest (7.6 per cent.) at ordinary schools with good cross ventilation, and highest (10.2 per cent.) at badly ventilated ordinary schools, while at floor-heated semi-open-air schools it was 8.4 per cent. "Absenteeism," the report adds, "is considerably influenced by temperature, for the mean absenteeism between November and March was 8.9 per cent. in schools kept at 63.4 degrees, 11.1 per cent. in those kept at 58.5 degrees, and 11.6 per cent. in those at 55.7 degrees. At unheated open-air schools the absenteeism was tremendously influenced by temperature, and during a very cold spell of weather only half the children attended. This absenteeism was not due to ill-health, but to the restraining action of the parents."

(Continued at foot of next Column.)

ALCOHOL OR LOVE?

Increase of Suicides In Turkey.

Stamboul, March 19.

The increase in the number of suicides in Turkey, especially among young people, has attracted much attention in University and medical circles.

A former French Professor of Sociology at the University of Stamboul, and Director of the Institute of Sociology, blames the new reforms. The Turks, he says, are experiencing a kind of romantic age. Never before did young people of both sexes meet each other so freely as they do now. Love has become a question of more profound sentiment, for the abolition of polygamy has spiritualised love and the meaning of marriage.

The Turkish physician, Fahreddin Kerim Bey, on the other hand, ascribes the increase of suicide to purely material causes. Alcoholism he says, is at the root of the degeneration, and is responsible for that disgust of life which leads to suicide. He has formed a new Association for Mental Hygiene.

It must be added that a powerful agent of despair is the great state of poverty of the lower classes. A great number of bankruptcies has also occurred among the higher classes.

PLAN FOR COLONIAL APPOINTMENTS.

RECOMMENDATIONS BY HOME GOVERNMENT COMMITTEE.

FREE LEAVE PASSAGES.

London, Yesterday.

The extension of the system of temporary attachment of Colonial Service officers to the Colonial Office are among the recommendations of the Governmental committee investigating the method of Colonial appointments. It also advocates improved facilities for study both at Home and Overseas, and says that in the selection of Governors prior consideration should be given to high officers in the Colonial Services. It advises that free passages on leave should be granted to officers and families by the Colonial Governments.—Reuter.

END OF A STRIKE.

Osaka, Yesterday.

The strike at the Hyogo mill of the Kanegafuchi Company has been called off, and the workers are expected to resume work tomorrow.—Reuter.

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